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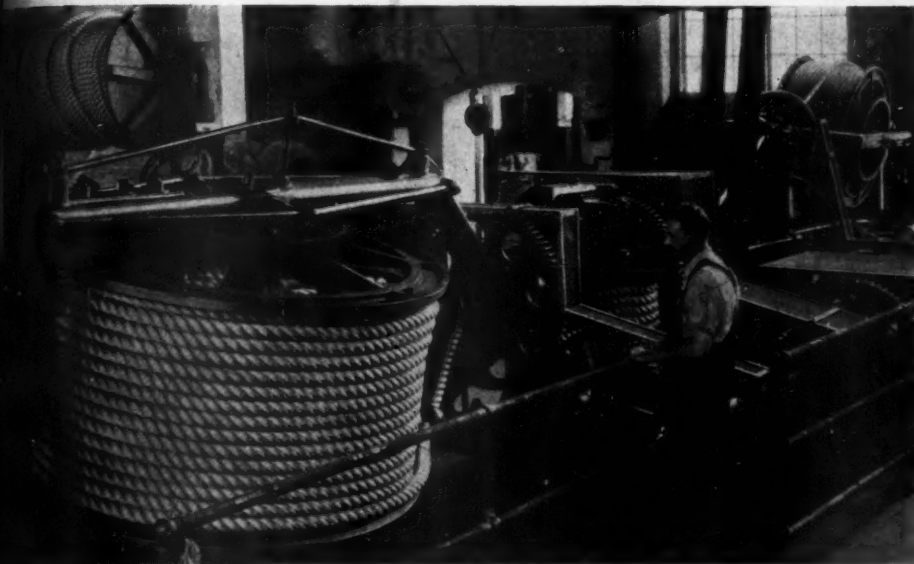
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ATLANTIC FISHERMAN

VOL. XVII

Registered U. S. Patent Office
MAY, 1936

NO. 4



QUALITY
Controlled
every step of the way

Not just a rope...

but one that is **CORRECTLY "LAID"**

Identified by the Red, White and Blue surface markers which appear on all sizes of $\frac{3}{4}$ inch diameter and larger.

With watch-like precision these special machines in the Columbian mills draw the strands from large reels and "lay" them into the finished Rope. The equal pull on each strand assures uniformity — greater strength — longer life. It avoids the cut-in strands which shorten the life of rope made by less accurate methods.

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PURE MANILA

Boston Office and Warehouse 38 Commercial Wharf

3 Reasons Why "COOPER-BESSEMER" IS THE CHOICE OF THE MAJORITY

1. CONVENIENCE

Many modern features make Cooper-Bessemer Diesels simpler to operate. For example, these engines are entirely self-lubricated; are equipped with duplex lubricating-oil strainers and modern fuel filters.

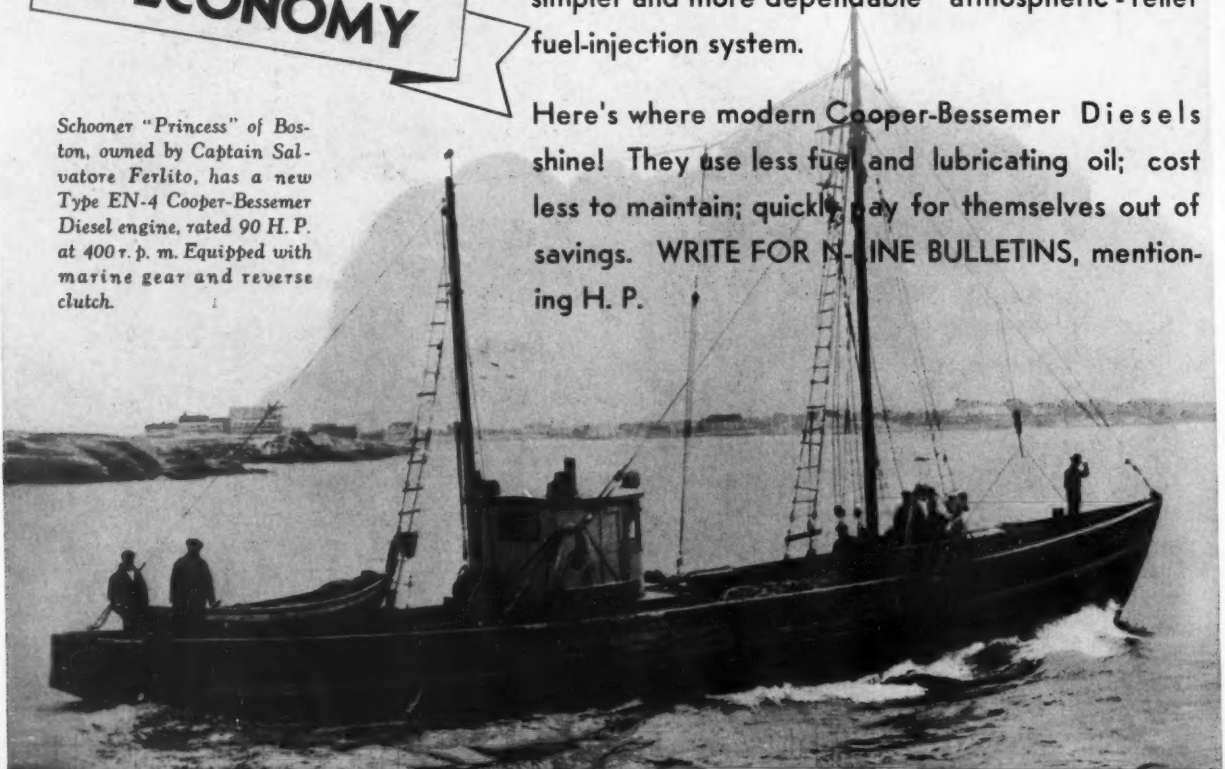
2. RELIABILITY

The traditional reliability of Cooper-Bessemer Diesels at sea has been still further increased by the strengthening of vital parts and by the use of a simpler and more dependable atmospheric-relief fuel-injection system.

3. ECONOMY

Schooner "Princess" of Boston, owned by Captain Salvatore Ferlito, has a new Type EN-4 Cooper-Bessemer Diesel engine, rated 90 H. P. at 400 r. p. m. Equipped with marine gear and reverse clutch.

Here's where modern Cooper-Bessemer Diesels shine! They use less fuel and lubricating oil; cost less to maintain; quickly pay for themselves out of savings. WRITE FOR NINE BULLETINS, mentioning H. P.



THE COOPER-BESSEMER CORPORATION

Mt. Vernon, Ohio — PLANTS — Grove City, Pennsylvania

25 West 43rd St. Mills Bldg. Harbar's Limited 52 Duncan St. Esperson Bldg. 640 E. 61st St. The Pacific Marine Supply Co.
New York City Washington, D. C. Vancouver, B. C. Gloucester, Mass. Houston, Texas Los Angeles, Calif. Seattle, Washington



What the sea has lost in romance it has gained in priceless safety

FOR thousands of years, men pitted their puny might against the conquering elements. And only during the last half-century has notable progress been made in overcoming the perils of the sea.

Throughout this latter period, Exide Batteries have made an important contribution to greater safety at sea. On vessels large and small, Exide Batteries assure in emergencies the operation of radio, searchlights, running lights, steering gear, fire protection, pumps and other safety equipment. Sea-faring men have learned from long experience, that they can place their faith in Exide.

It is for this reason that the development by Exide of the new line of batteries of genuine marine type and quality is so important to marine users generally.

There are Exides of marine quality for smaller boats—6 and 12 volt—as well as Exide and Exide-Ironclad Batteries for larger craft—32 and 115 volt. For the largest vessels, there are Exide-Ironclads of higher capacities.

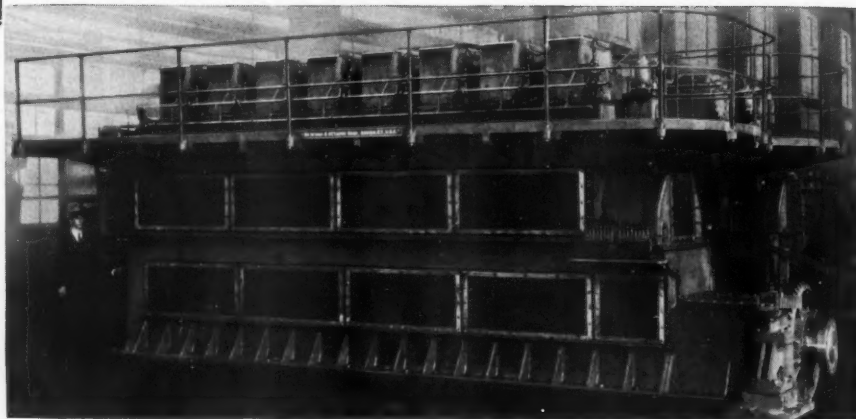


THE ELECTRIC STORAGE BATTERY CO., Philadelphia
The World's Largest Manufacturers of Storage Batteries for Every Purpose
Exide Batteries of Canada, Limited, Toronto



"Rushed to market,
retaining the fresh caught
flavor of the sea"

FRESH FISH and -



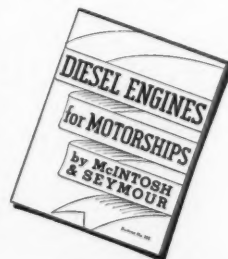
DIESEL ENGINES by McINTOSH & SEYMOUR

NO mere "catch line" is this relationship between speed with which "40-Fathom Brand Fish" are rushed to market, and the rugged dependability of Diesel powered trawlers which will bring them in.

Says B. D. Barker, President of the Bay State Fishing Company—"In line with this company's progressive approach to perfect quality, we are now building three modern 142½ x 25' trawlers, each embodying new features of design, and Diesel power for even greater insurance of fast deliveries."

Each of these new trawlers, now building by Bath Iron Works, will be main and auxiliary powered by 600 hp and 130 hp McIntosh & Seymour Diesel Engines of the latest marine design.

For every marine power application—in tugs, trawlers, freighters, cutters, towboats, dredges—for seagoing, coastal or inland river service, M & S Engines will play an ever increasing part in meeting tomorrow's requirements for the same dependable and lower cost power application.



Write for the new
Marine Bulletin No. 161

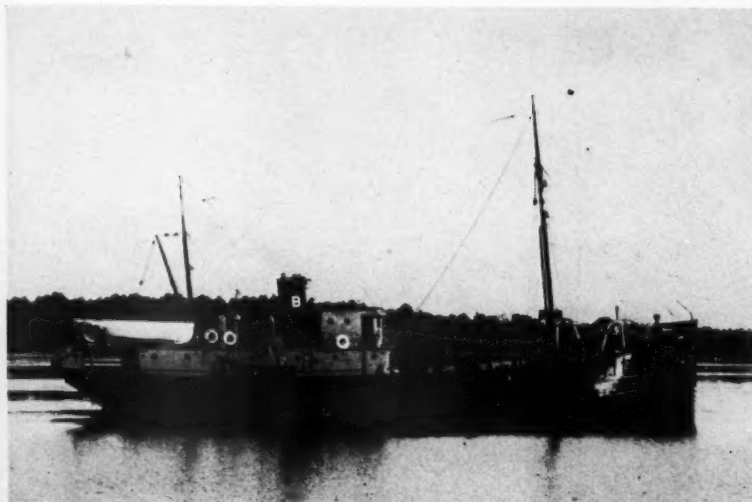
McINTOSH & SEYMOUR CORPORATION

DIVISION OF AMERICAN LOCOMOTIVE COMPANY

MAIN OFFICE AND WORKS, AUBURN, N. Y.

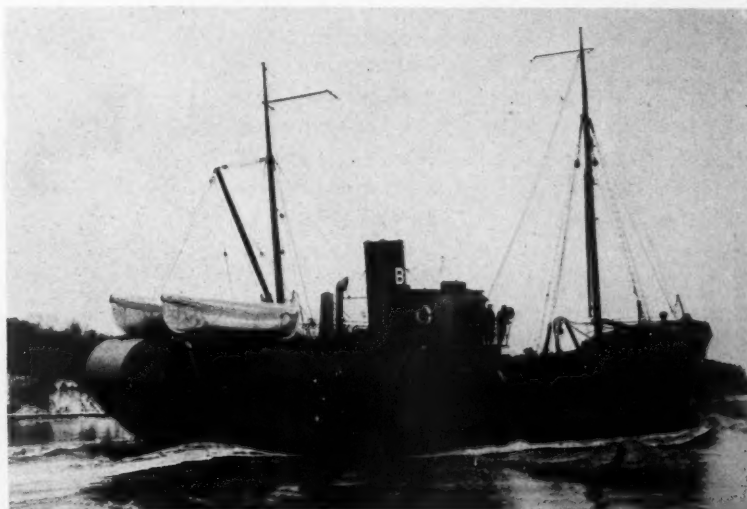
NEW YORK, N. Y., 30 Church St. BOSTON, MASS., 20 Newbury St. CHICAGO, ILL., McCormick Bldg. WASHINGTON, D. C., Barr Bldg.
HOUSTON, TEXAS, Esperson Bldg. KANSAS CITY, MO., Commerce Trust Bldg. SAN FRANCISCO, CAL., Bourn Bldg.

They come back to BATH for good ships



The "EBB", 122.4' x 24.1' x 11.5', built at Bath in 1929. Last year the "EBB" landed 30 trips at the Boston Fish Pier, hailing for a total of 4,625,000 lbs.

Seven years ago, Bath Iron Works built the "EBB" and "FLOW" for the Bay State Fishing Company of Boston, Mass. These two able, seaworthy trawlers have proved to be a profitable investment for the owners. ¶This year, when Bay State decided to add three more trawlers to their fleet, they again turned, unhesitatingly, to Bath Iron Works. ¶We believe the new vessels will be the finest fishing craft ever put into service, and are justly proud of our commission to construct them. ¶When planning to build, get in touch with Bath Iron Works. The most significant recommendation for the superiority of our service, workmanship and facilities is our imposing list of satisfied customers, of which the Bay State Fishing Company is one.



The "FLOW", sister ship of the "EBB", and also put into commission in 1929. During 1935 she brought in 32 trips to the Fish Pier aggregating 5,227,000 lbs.

Bath Iron Works Corp., Bath, Me.

IF YOU'RE PLANNING TO BUILD—
IF YOU'RE PLANNING NEW ENGINES

Read these two bulletins *on Marine Diesels*

BEFORE you buy *any* Diesel, ask questions. Questions that go deep into engine design and construction. Questions that show clearly which Diesel is best able to give you dependable, economical performance.

Two new bulletins from Fairbanks-Morse take you "behind the scenes" in Diesel design and construction. In page after page of photographs, diagrams, and explanation, they answer your questions by showing you why we build certain features into our engines and eliminate others. They show you an improved scavenging system that saves fuel and dispenses with complicated arrangements of intake and exhaust valves.

To get copies, simply indicate the type of craft and service in which you are interested, and they will be sent without obligation. Address Department H241, Fairbanks, Morse & Co., General Offices: Chicago. New York—Boston—Baltimore—New Orleans—Jacksonville—Dallas—Los Angeles—San Francisco—Portland, Oregon—Seattle. Branches with service stations in principal ports.



106
YEARS OF
PRECISION
MANUFACTURING

FAIRBANKS - MORSE

Diesel Engines



POWER PUMPING AND WEIGHING EQUIPMENT

NEARLY THREE MILLION HORSEPOWER NOW IN SERVICE

MS7-0427-476

**"Every outfit we sell..contains
'Eveready' Batteries"**

**—SAY CHARLIE AND
JACK OF THE FULTON
SUPPLY COMPANY**



THERE'S NO OTHER battery but "Eveready" for the fishermen who come into the Fulton Fish Market in New York. Charlie and Jack—of the Fulton Supply Company—say:

"Most every outfit we sell to fishing vessels contains 'Eveready Hot Shot' and No. 6 Dry Cell Batteries. The fishermen find these batteries dependable for general use and always ready in a pinch. On every trip there are moments when 'seeing in the dark' is vital to the safety of the vessel and its crew."

"Eveready Hot Shots" give you long, dependable service when used for ignition on your winch motors and engines. They're weather-proof and come in three sizes: 6, 7½ and 9 volts. Eveready No. 6 Dry Cells are unsurpassed for lighted buoys, signalling devices and general utility purposes. They are also waterproof and need no protection when lashed to a marker.

NATIONAL CARBON COMPANY, INC.

General Offices: New York, N. Y. Branches: Chicago, San Francisco

Unit of Union Carbide **UCC** and Carbon Corporation



-and except by **ROPE**

there's **NO WAY BACK**

Going down twenty fathoms, life being fed to him through a hose, his only hope of coming back a single length of rope. No wonder that divers demand the finest rope for that job! No wonder that Plymouth Ship Brand Manila Rope is trusted by so many divers and others whose work involves hazards to life and property.

Plymouth Rope is made by men who regard their jobs as held in Trust for human safety. For 112 years, devotion to this Trust has been a dominating ideal, shared by all who contribute service or materials to this work. It is another of those invisible factors maintaining the **quality** and uniformity of all Plymouth cordage products.

Plymouth quality results in rope of greater strength and flexibility, longer life, marked economy... which meet most efficiently the fishing industry's exacting needs.

PLYMOUTH CORDAGE COMPANY
North Plymouth, Mass. and Welland, Canada

Sales Branches:

New York • Boston • Baltimore • Philadelphia
Cleveland • Chicago • New Orleans • San Francisco



PLYMOUTH -

the rope
you can **TRUST**

Atlas Diesels

prove dependable in Tarpon Springs Sponge Boats



BILL CHRISTON.
Tarpon Springs, Florida.

Service on any fishing craft operating in the blue waters is fraught with certain hazards to men aboard—but the position of the sponge diver is especially precarious. Working on the ocean's bottom, his very life is dependent upon the proper functioning of all equipment aboard.

Bill Christon of Tarpon Springs, Florida, is one of a number of sponge divers whose boats are powered by Atlas Imperial Diesels and here is what he has to say in regard to his engine preference. "For many years I have been diving for sponge off the Florida Coast and during this time I have had many experiences with engines, some of which have been very costly. Today my boat, the "DEMETRA" is equipped with a three cylinder, 45 H.P. Atlas engine which has been in service for the past two years. I would not have anything else."

"Here are my reasons: (1) Atlas engines are dependable. By this, I mean that you can depend upon them in the stormiest and coldest weather. (2) They start instantly. (3) They will operate at a very slow speed which is very important because of the necessity of our sponge boat following the diver as he moves about gathering sponge. (4) The cost of operation is half of what it takes to operate most other engines. (5) It has plenty of power in case of an emergency. These reasons speak for themselves and spell only one word to me—that's Atlas."

The characteristics which Bill Christon appreciates in a Diesel engine are the same attributes that other commercial fishermen on both coasts have found in the Atlas Diesel—dependability—instant starting—



slow speed—low operating cost—reserve power. If those five points include most of your expectations from an engine—then take your cue from Bill Christon—you'll find them in the Atlas Diesel.

Atlas Marine Diesels are made in a complete range of sizes from 18 H.P. to 525 H.P. You will find in the Atlas line the right engine to meet your particular requirements. Write us for particulars on an Atlas Diesel suitable for your boat.

ATLAS IMPERIAL DIESEL ENGINE CO.
OAKLAND, CALIFORNIA—MATTOON, ILLINOIS
115 BROAD STREET, NEW YORK

ATLAS IMPERIAL



With the Atlantic Fisherman Photographer in the South

First Row: Capt. Phillip Daniels (right) of St. Augustine, Captain and owner of the shrimp boat "Vincenzo Daniele"; Capt. George Black on his party boat "Marlin", St. Petersburg; Capt. Manuel Simoes, on his shrimp trawler "Puritan City", New Smyrna; Capt. Anthony Gomes and son, at their boat, the "Edalia."

Second Row: Capt. Fazzio, of Fazzio Bros., St. Augustine; A. Johnson, fish dealer of Mayport; F. B. Walker and sons, boat builders of Pascagoula, Miss., who are, left to right, "Shorty", F. B. Walker, John, and Arnold; W. P. Mullet, producer and shipper of Carrabelle.

Third Row: Mr. Burns of Burns Machine & Dry Dock Co., Jacksonville; Steve Kuljis and son, supply dealers of Biloxi, Miss.; H. T. Hartwig, oil dealer, (left), and Capt. Chris Bernstein of the "Anna Marie", Jacksonville; shrimp boats on ways at Georges Marine Shop, St. Augustine.

All cities mentioned are in Florida unless otherwise noted. Another group will appear next month.

ATLANTIC FISHERMAN

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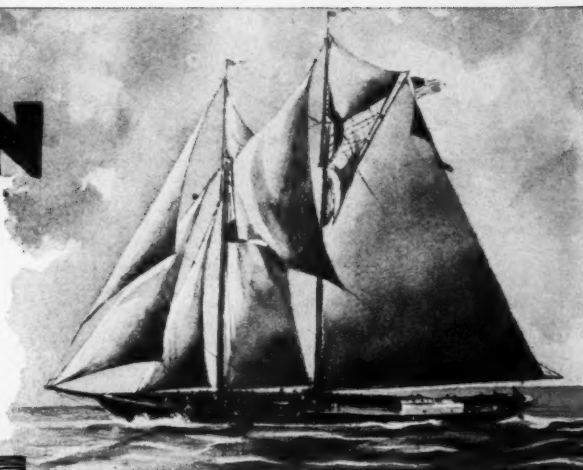
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Covering the Production, Processing and Distribution of Fresh, Frozen, Filleted, Canned, Dried, Smoked, Salted and Packaged Fish and Shellfish.



VOL. XVII

MAY 1936

NO. 4

Boat Building Program on Sound Basis

OVERSHADOWED by the justifiably keen interest in the three "super-trawlers" under construction for the Bay State Fishing Company of Boston, is a tremendous investment being made in new fishing craft of less spectacular lines and equipment.

In the first four months of this year, the ATLANTIC FISHERMAN's field correspondents have had called to their attention the construction of more than 50 new boats, and about 30 repowering jobs! This is just a cross-section of the activity in this field, for a careful survey, covering all of the scores of small, out-of-the-way ports, would undoubtedly swell these figures to an even more imposing total.

This healthy, welcome activity is not confined to any one section. All along the coast, from Maine to Florida, across the Gulf, and on the Great Lakes, fishermen and producing companies are busy enlarging their fleets, replacing old and worn-out hulls, and installing new engines.

Nor is the activity confined to any one class of fishing, for there have been new lobster boats, new scallop boats, new shrimp boats, new schooners, draggers, pound netters, gill netters, seiners, menhaden vessels, etc.

In size, the new boats run from speedy little 28-footers on up to Bay State's 144½ ft. trawlers, with investments of a few thousand to half a million dollars. Engine replacements are also of all types and horsepowers, from the smallest to the largest; gasoline, fuel oil and Diesel.

There is a two-fold reason for this activity. The fundamental motivating force is the necessity for new floating equipment after several lean years during which boat owners made the best they could with what they had. The spark which set off this widespread building program was the substantial upturn in the industry which began to manifest itself last Fall. Thus the demand for boats has been made possible of fulfillment by reason of the improvement in business.

There is no question but that this building and engine replacement program will continue for many months to come. More large steel trawlers are a certainty. It is common knowledge that several Boston producers have been going over plans and specifications with ship builders and equipment manufacturers; the delay in signing up is said by one manufacturer to be the "fault" of the Bay State Fishing Company, which has "uncharitably" refused to release every minute detail regarding its new vessels. However that may be, more trawlers most certainly will be built in the near future.

Nor will there be any abatement in the construction of other fishing craft. As a matter of fact, if fishing is to continue, as of course it will, we must step up our building program to take care of the increasing obsolescence of the fleet, a fact brought to light as the result of a check-up by the ATLANTIC FISHERMAN into the age of fishing vessels of 5 or more net tons, registered at Rockland, Portland, Boston, Gloucester, Nantucket, Provincetown, New Bedford, Newport and New London.

Our survey showed that of the 585 registered vessels at these ports—not including 1935 additions which had not been completely tabulated—only 45 were less than 6 years old.

The United States Tariff Commission, in determining costs of production, has a rule which fixes the life of a fishing vessel at 20 years.

On this basis, 165 of those 585 vessels are ready for replacement right now, as that number are more than 20 years old. Some 35, in fact, were built prior to 1900, making them over 36 years old!

Further, there are 86 more that will reach the retirement age within the next five years.

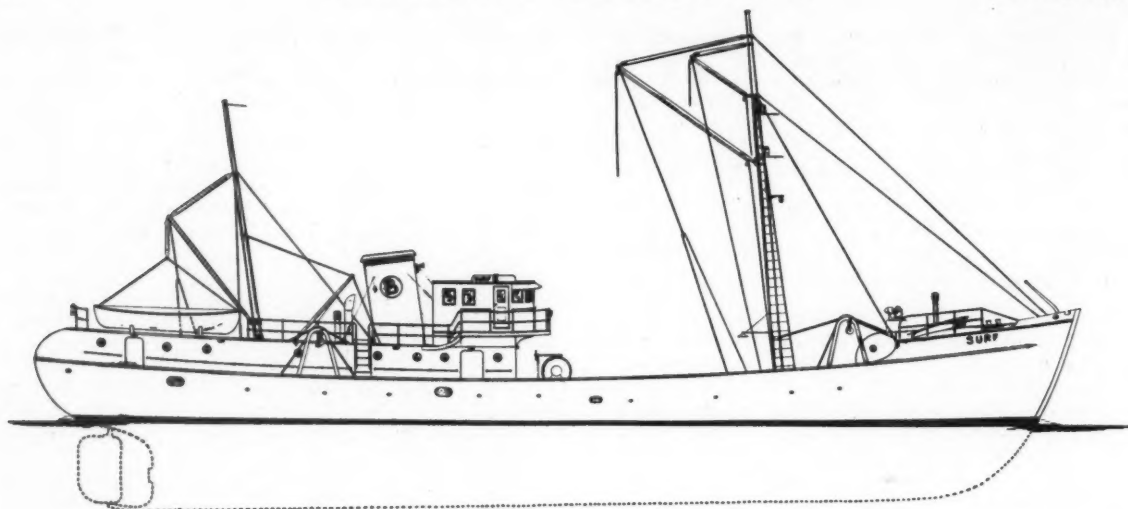
On the Tariff Commission's basis, therefore, the next few years should see, theoretically, the replacement of 251 registered vessels (165 plus 86), at the New England ports mentioned above.

This figure is probably high, and no doubt is considerably larger than what will actually transpire, but it gives a graphic idea of the obsolescence which our industry has been accumulating.

What is true of New England is true of the rest of the Atlantic coast, Gulf, and Great Lakes. In every section new boats and new engines are needed; in every section building and repowering programs are already under way.

Nor should the thousands of numbered boats be overlooked in estimating the huge investments being made and still to be made. These smaller craft, just as important in their way as trawlers and draggers, outnumber the registered vessels about 10 to 1.

Ship builders, boat yards, engine manufacturers, and those who make and supply other equipment for fishing boats will do well to keep in close touch with this field. We, as an industry, are making up for lost time!



A Pre-View of Bay State's New Trawlers

A Distinct American Contribution to Trawler Design

TRAWLERS whose catches are below normal have probably fathomed the reason; the fish are still on the banks, but they are waiting for the three new "super-trawlers" being built by the Bay State Fishing Co. Why should they be caught by any old kind of trawler, when by using their heads and tails they can avoid the nets and save themselves until the splendid new vessels swing into action in August?

For there is no doubt but that Bay State's dream ships, costing some half a million dollars, will compare with other trawlers as the gigantic and beautiful "Queen Mary" compares with yesterday's liners. Just as the "Queen Mary" epitomizes our modern age, with its stress on speed, power and streamlined grace, so will the new trawlers represent the most advanced ideas in trawler design and equipment.

They will be the largest trawlers in this country, with more power than any other, whether steam or Diesel, can boast; stream-lined; crammed with electric-driven equipment; special refrigerated holds, and with scores of other major and minor improvements.

B. Devereux Barker, far-sighted President of the Bay State Fishing Co., asks that A. M. Main, Vice-President and General Manager of the Bath Iron Works, builders of the trawlers, be given credit as the designer. It is well known, however, that although Mr. Main rightfully deserves the lion's share of credit, literally hundreds of suggestions from virtually every member of the Bay State organization were considered in drawing up the plans. These trawlers did not emerge, full clad, from any one person's brain; they are the culmination of ideas, improvements, and the experiences of 30 years of otter trawling.

Just as it is the Bay State Fishing Company which today is pioneering in super-trawlers, so was it this same Company which introduced otter trawling to the United States in 1905.

Its first trawler was the little "Spray", built at Quincy, Mass., in 1905. Success, however, was not immediate.

As a matter of fact, the Company is said to have had quite a bit of difficulty with its venture. There was no one in this country familiar with the methods, and shooting the gear was an exasperating job. At each setting, they used to take the cod-end in a dory and row aft with it in order to get the net straight at all.

It is not surprising, therefore, to find that the "Spray" was the only trawler in operation for the next five years. By the end of that time the difficulties had been ironed out and in 1910 Bay State added two more vessels. Three more joined its fleet in 1911, and another three in 1912.

Others now entered the game, so that by 1915 there were 12 trawlers—all steam-powered—in operation. Additions then came thick and fast; by 1920 there were 44.

Time passed. Steam gave way to Diesel. A refinement here, a refinement there, and our trawling fleet began to spruce up.

Today the spotlight again shifts to the Bay State Fishing Company. Its new creations will have not only more brute power, but also more flowing lines than any other trawler afloat. The design ignores precedent, and represents a distinct contribution of American fishing experience to trawler design. Hitherto, American ideas have not been an important factor in fishing equipment; the Grimsby trawler of English design has been predominant, with the substitution of Diesel for steam power about the only important American contribution. Bay State's new trawlers may be the beginning of an "American cycle".

They are so constructed as to be more easily driven, especially against heavy seas in bad weather and so as not to be "down at the nose" when returning loaded from the banks. They will permit longer fishing in bad weather, greater comfort for the men, and quicker runs to market.

Dimensions and Construction

Each vessel will be 144 ft. 8½ in. in overall length, 131 ft. on the waterline, 25 ft. beam, and 13½ ft. depth. The hull will be riveted and of unusually heavy construction. Plates have been increased above present standard practice requirements as much as 50 per cent. Further, the hull is so designed that there will be no rivets in any of the tanks. The section forward of the forward fish-hold bulkhead, deck, deckhouses and other inside steel work will be welded.

As will be seen from the profile published above, the stem has a pronounced forward rake; the lines immediately aft of the stem will be unusually fine to permit easy entrance into the water. Underwater lines aft are of the cruiser stern type.

The quarterdeck will be enclosed with a rounded steel deckhouse, providing protection against seas breaking aboard, and also serving as a storage space for gear. The rounded lines of this deck house, extending down to the cruiser stern, give a decided streamline appearance.

Power will be furnished by a 6-cylinder heavy-duty, solid injection, McIntosh & Seymour Diesel, the first installation of this make in the fishing industry, although well known in other divisions of work-boat service.

Each engine has a bore of 17½ inches, with a stroke of 25 inches, and will develop 600 hp. at 180 rpm. This huge, rugged power plant will drive the trawler at an estimated 11 knots, with plenty of power in reserve. The propellers, specially designed by the Bath Iron Works, are of the 4-blade type, 86 in. diameter, semi-steel, for a combination of speed and towing. The Hyde Windlass Co. is manufacturing them.

Auxiliary and Other Equipment

The main auxiliary will be a 3-cylinder, 9½ inch bore by 10½ inch stroke 130 hp. Diesel, also of McIntosh & Seymour manufacture, and, like the main engine, of the very latest design.

The exhausts of the main and auxiliary engines are equipped with the new type Maxim "straight through" silencers, Model BRM.

Other auxiliary equipment includes a 30 kw. General Electric generator driven by a V-belt from the tail shaft, and a 25 kw. G.E. generator direct connected to a 35 hp. Hill Diesel engine. Plenty of electric current is needed as virtually all pumps and other equipment are electric powered; these super-trawlers will be floating electric power plants.

The trawl winch, electric-driven, will have a 10 hp. General Electric motor, of the ball bearing, drip and splash proof type, and operated by drum controls. The trawl winch generator is rated at 80 kw., and has been especially designed for those vessels. This generator has a 15 kw. V-belt driven exciter, for additional ship supply of power as well as excitation.

A 5 hp. G. E. waterproof motor will operate the fish hoist. All other motors, searchlights, switchboards, and other electric equipment are also of General Electric manufacture.

Batteries will be 56-cell Exides, Type TLM-13, made by The Electric Storage Battery Company.

Each vessel will have two Worthington air compressors, 4/3½ x 4 vertical, two stage, with 16 cubic feet displacement against 500 pounds pressure. Each will be driven by its own 5 hp. G. E. motor.

All pumps are of Worthington manufacture. The fish wash and sanitary pump is a 2½ inch, Class C, all bronze pump, driven by a 3 hp. motor, and with a capacity of 120 gallons per minute against a 50 ft. head. The fire and bilge pump is of bronze, 4 x 6, 100 gallons per minute against 250 pounds pressure, and is operated by a 10 hp. motor. The lubricating oil pump is a 1¼ inch rotary, handling 30 gallons per minute against 100 pounds pressure, and driven by a 2 hp. motor.

All of the Worthington equipment, the General Electric units, and Exide batteries are being furnished by the New England Trawler Equipment Company.

In line with modern fishing practice, each trawler will be equipped with a fathometer, of the very latest design, sold and installed by the Submarine Signal Company.

Compasses will be the popular spherical type, made and installed by the Kelvin-White Co. Whistles will be of Cunningham manufacture.

The steering gear, of standard design but with some special adaptations for these vessels, will be supplied by The Edson Corporation. These heavy duty steerers have machine cut gear and pinion, bronze bushed sheaves, steel sheave cases, cast steel quadrant, heavy coil spring shock absorbers, turn-buckles to adjust slack, and are provided with alemite lubrication. All exposed parts are hot dipped galvanized.

An oil-fired steam boiler, equipped with a ¾ hp. G.E. motor for boiler feed, will provide steam for the heating system, which will include unit heaters in the engine room, a place that gets uncomfortably cold in Winter, as any Diesel engineer will testify. The crew's quarters will have the old-fashioned, reliable coal stove, set on a fireproof floor so that spilled live coals will do no damage.

Special Attention to All Quarters

The galley is on the main deck aft. It is unusually large, well lighted and ventilated, with Monel Metal fittings, and a built-in electric refrigerator with 100 cubic feet capacity.

In the galley will be a No. 54 Shipmate range. It is a tribute to the manufacturers, the Stamford Foundry Co., that

during all of the many discussions concerning the design and equipment of these vessels, when plans were being altered almost daily, that the original specification for a Shipmate in the galley was never once questioned.

Aft of the galley on the main deck is the radio room, housing RCA Model ET3626C radio telegraph transmitters and IP501A receivers. The transmitters are rated at 750 watts output; the wave length range 600-800 meters and 1800-2400 meters. Radio circuits are of the master oscillator, power amplifier type. The transmitted frequency is not affected by slight changes in antenna constants such as might be caused by a high wind or the rolling of the ship.

The captain's stateroom is behind the pilot house, and contains a large berth, lockers, chart board, etc. Other officers' quarters are aft below the main deck, the chief engineer, mate and assistant engineer having separate rooms, with an extra room for guests. These rooms are provided with single berths, seats, lockers, etc., with a wash room adjacent in the passageway, and an officers' toilet in the port after-corner of the main deck house.

The crew will, as usual, have the fo'c's'le, entered through a trunk on the main deck. This trunk is of sufficient size to contain a wash room and drying room. Fishermen can leave their wet clothing in the trunk to be dried instead of cluttering up the fo'c's'le with it. The quarters will contain 12 single berths, 12 individual lockers, seats, table, and stove. The trunk to the main deck, having port holes on either side, will provide cross-ventilation. In addition to the washing and drying rooms there will also be two toilet rooms with entrances protected by water-tight vestibules. At the after side of the port vestibule will be a shower bath for all hands.

Insulated, Refrigerated Hold

The fish hold is a story in itself, and details are not to be released at the present time. It can be said, however, that the holds will be insulated, and fitted with a refrigerating system developed especially for these trawlers by the Frick Company, under patents applied for by the owners, as the system holds great possibilities for other classes of marine application.

It may be said, too, that the system (which includes the use of crushed ice on the fish) is designed to maintain the hold at a uniform temperature, as quality of its 40-Fathom fish is Bay State's first consideration.

Refinements Everywhere

Still other refinements have been incorporated. For the past several years, John Malcolm and others closely concerned with the operation of Bay State's fleet have taken every occasion to look over their trawlers with a critical eye. Could this be changed to advantage? Just why is that necessary?

One small instance is typical. Mr. Malcolm noted that getting in and out of the pilot houses on most vessels was something that called for acrobatics. Those vertical rungs had been customary since time immemorial, but couldn't a better system be devised? Studying the matter closely, he discovered that inclined steps could be installed without sacrificing any necessary space. The new trawlers will have those steps. A small thing in itself, perhaps, but indicative of the care and thought that have gone into the design of these super-trawlers.

They are being built under survey of the American Bureau of Shipping and classed, and will pass the rigid requirements of the U. S. Steamboat Inspection. The keel for the first was laid March 11, with the other two following shortly after. Delivery is scheduled for late Summer.

It is a foregone conclusion that Boston Fish Pier will be crowded when the first one arrives. Ever since the Company's announcement of the awarding of the contract, Boston and Gloucester vessel owners have been arguing about them. Too big, say some, wagging their heads. Too expensive, say others dolefully.

Bay State, trawler pioneer, says only, "Wait and see". And in the cool green depths of Georges, Western and Quereau, cod and haddock are disdainfully flicking their precious bodies out of reach of open-mouthed trawls. They're waiting to see, too.

Oyster Advertising Campaign to Continue

Producers and Dealers at Virginia Convention Approve Continuance of Oyster Institute

LAST year the oyster industry, desperate at the continued loss of markets, staged a nation-wide advertising campaign in an effort to stem the tide. Surveying the results of that campaign at the annual convention, held at Old Point Comfort, Va., May 11-13, the industry without hesitation pledged itself to continue the good work.

There was no doubt that the millions of messages broadcast, the columns of news articles, countless recipe books, streamers and other sales aids have been marvelously successful, in the short period of some 25 weeks which the campaign covered, in stemming the downward sales trend of the past 25 years. More effort is needed; more has been promised.

As before, the entire industry will be given an opportunity to subscribe. The basis, the same as last year, is at the rate of 2c per gallon of shucked oysters, 2c per bushel of market oysters sold in the shell, and 1c per bushel of seed or bedding stock. The can companies will continue to collect the money represented by shucked oyster sales; the Oyster Growers & Dealers Association will attend to the shell and seed stock payments.

It is expected that a fund of \$100,000 or more will be available; pledges made prior to the close of the convention totalled about half of that amount, and with July 1 the date at which the drive will be closed, the full amount is almost a certainty.

This continuation of the drive to win back lost markets and develop new ones was, without doubt, the high light of a convention which fairly bristled with fine addresses and lively discussions, and which was, as is customary, a joint meeting of the Oyster Growers & Dealers Association of North America and the National Shellfisheries Association.

There was no let-up in the fast-stepping tempo of the program from the moment when no less a figure than the Hon. George C. Peery, Governor of Virginia, introduced by Mayor J. V. Bickford of Hampton, opened the convention, to the memorable drive to Williamsburg and other historic spots.

The usual reports showed both associations to be in good shape financially, and the resumes of the advertising campaign, rendered by Dr. Lewis Radcliffe, Director of the Oyster Institute, Gordon Sweet, Chairman of the Institute Committee, and W. C. Wheeler, of N. W. Ayer & Son, Inc., advertising counsel, showed clearly the scope and accomplishments of the past year.

While the campaign naturally held the spotlight, the many business and scientific papers also held considerable interest for the large audience of oystermen, conservation officials and scientists. Federal aid in shellfish cultivation was covered by Charles E. Jackson, Deputy Commissioner of Fisheries; Dr. Roe E. Remington shed new light on the nutritive value of oysters; Dr. Paul S. Galtsoff reviewed the work on starfish eradication in Long Island Sound, Narragansett and Buzzards Bays. The Hon. Richard Armstrong, Commissioner of Fisheries of Virginia, spoke glowingly of the future of the industry in the Chesapeake Bay area.

Work done in New Jersey on the eradication of drills was portrayed by Dr. Thurlow C. Nelson, who reported that these pests can be cleaned out and beds protected from future damage at a cost of only \$2 per acre. Dr. A. S. Pearse, of Duke University, who has been investigating the oyster leech in Florida, stated that the only control methods he has found are low temperatures and fresh water, both of which must, of course, be supplied by Nature. Dr. Herbert F. Prytherch, President of the National Shellfisheries Association, rounded out the discussion of oyster pests by telling of the campaign against the drill in Virginia and South Atlantic states.

The possibility that the present method of scoring oysters on the presence of the coli group may give way to scoring

based on the presence of *Escherichia coli*, a specific organism, was discussed by Dr. C. A. Perry, of the Maryland State Department of Health. The new scoring method may release thousands of bushels of stock which at present cannot be marketed.

Joseph B. Glancy contributed to the scientific side of the sessions by speaking on the subject "The Laboratory and the Oyster Business."

The Business Angle

W. W. McCabe and William Heath, well known for their work with Production Credit Associations, covered the past work and the possibilities of these business aids, and J. Richards Nelson went into the subject of cooperative marketing, illustrating his theme with a description of the work done by the 11 Rhode Island oyster growers. L. C. Salter of the Bureau of Fisheries spoke on the assistance the Bureau is prepared to render in such ventures.

What the distributors think of the oyster industry and its advertising campaign was handled by two outstanding representatives of the distribution end of the business—Charles W. Triggs of the Booth Fisheries Corp., and L. A. Greene of the Kroger Grocery Co. Both heartily commended the advertising campaign; both urged its continuance, and both had some suggestions to make to the industry regarding proper handling and marketing.

Resolutions Passed

Among the resolutions submitted by the Resolution Committee, consisting of R. L. Miles, Jr., Gordon Sweet and James E. Munson, and which were adopted unanimously by the delegates, was one viewing with alarm the recent efforts of Japanese producers of frozen shucked oysters to enter the United States markets, and calling on the State Department to endeavor to release that item from the trade pact with Canada so that suitable protective legislation may be attempted.

Royal Toner introduced a resolution, subsequently adopted, calling on the Oyster Institute to investigate the possibility of grading and standardizing oysters sold under the Institute's insignia.

Oyster Shuckers Challenged

On behalf of the Rhode Island oyster growers, Dick Nelson challenged the rest of the industry to put up three-men teams of shuckers to compete in a contest which would determine the fastest shucking crew in the United States. His challenge was immediately accepted on behalf of the Long Island group by Joe Glancy. Other states will probably be heard from in short order.

Officers Re-elected

Both associations re-elected their officers for the coming year. For the National Shellfisheries Association: Dr. Herbert F. Prytherch, President; J. Richards Nelson, Vice-President; Austin S. Phillips, Secretary, and Howard W. Beach, Treasurer.

For the Oyster Growers & Dealers Association of North America: Howard W. Beach, President; Frank W. Darling, First Vice-President; H. Gordon Sweet, Second Vice-President; H. I. Brown, Treasurer, and Dr. Lewis Radcliffe, Executive Secretary and Director of the Oyster Institute. (The office of Secretary was abolished).

Directors of the O. G. & D. A. are, for Massachusetts, Alfred Higgins and W. H. Raye; Rhode Island—Chas. W. Parmalee, H. I. Reynolds; Connecticut—Andrew A. Radel, LeRoy Lewis; New York—Royal Toner, Frank W. Elsworth; New Jersey—J. N. Fowler, George Shillingsburg; Delaware—I. W. Tarburton; Maryland—Chas. Looekerman, Raymond Wentworth; Virginia—Frank W. Darling, Rufus L. Miles; Georgia—J. O. Maggioni; Florida—George S. Hiles, W. Houchins; Washington—E. N. Steele, F. R. Nettleton.

Maine

Opening of Sardine Season Shows Interesting Developments

By Alfred Elden

WITH the opening of the Maine sardine packing season April 15 the Eastern factories were all ready to start, but the fish were conspicuous by their absence. Only seven or eight hogsheads were received at Lubec by the Seaboard Packing Co., the first concern to commence packing sardines in Maine this season. Up to May 1 no fish to amount to anything had been taken in the weirs around Deer Island and Campobello.

A good many old weirs have been repaired and a lot of new ones built, however, and their owners are hoping for a break this year. A lot of fortunes have been made in, the weir game—also a good many have been lost. It was no uncommon occurrence for a weir owner to take 100 hogsheads on a single tide and \$10 a hogshead was not a high price. Stocking \$1,000 a tide was nothing and a single night has brought Lower St. Croix River weirmen over \$3,000. Owners built weirs at a cost of \$2,500 and got back their entire investment on one tide. They hope history will repeat.

Over around Passamaquoddy Bay a lot of work is going on at the sardine factories. R. J. Peacock Canning Co. is enlarging their Eastport plant. It is rumored that the Seaboard Packing Co. will either lease or buy the modern plant known as Seacoast Factory Three and a powerful group is said to be negotiating for the huge Clark factory. E. A. Holmes Packing Co. will open promptly in spite of the recent illness of the manager John R. Holmes. At Machiasport a factory belonging to the Booth Fisheries Co. has been taken over by a syndicate including the Pike, Peacock and Lawrence interests of Lubec.

New Packing Method Being Used

An interesting change in process so far as the Quoddy packers are concerned is the adoption of the retort method of processing cans by the R. J. Peacock Canning Co. of Lubec. This has long been in use in the Underwood plants and retorts were installed in all local Seacoast plants prior to the time when the old Seacoast Co. got into financial difficulties but they were taken out when it was reorganized.

After an idleness of several years the Sunset Packing Co., at West Pembroke, will operate this season and a large crew has made the plant ready to take the fish.

In Portland for Sardine Season

Quoddy boatmen who freight sardines for Portland factories have gone to that city where they are conditioning their Diesel powered craft for the season. The Portland plants do not plan to get going much before the last of May as the fish seldom come in in large schools before that on the Western Maine Coast. Among those from "over East" who are now in Portland are Captains Frank Pendleton, Edgar McNeill, Harold Grew and others.

Maine Boat Yards Building New Fishermen

Axel Gronros, proprietor of the Rockland Boat Shop, reports a busy winter employing a full gang of boat builders all winter. He has just completed a 35 ft. x 9 ft. 8 in. x 3 ft. lobster fishing and party boat for Capt. George Jackson, of York Harbor, powered with a 6-71 Gray, with a 2 to 1 reduction gear, and equipped with Hyde propeller and Monel Metal shaft. The boat is painted with Edw. Smith paint and is to be named the *Osprey*.

He has also completed a 40 ft. sport fisherman for John E. Zimmermann to be used at North Haven, skippered by Capt. Murray Stone. This boat will have a 150 hp. Seafarer Kernath. Both of these boats were designed by Mr. Gronros.

The I. L. Snow Co. of Rockland is keeping a large number of mechanics busy building and repairing boats. At the present time they have the new dragger for Capt. Dan Mul-



"Pauline M. Boland", purchased by W. T. Ashe, Yorktown, Va., from Capt. Arthur Bain, Owls Head, Me., through the Knox Marine Exchange, Camden, Me. Equipment includes a 100 hp. Fairbanks-Morse, Bolinders auxiliary, and Shipmate range.

lins nearing completion. It is to be a 90-footer and will be powered with a Fairbanks-Morse, and was designed by Albert Condon, construction superintendent and designer, who has also designed the new dragger for Captain Ben Curcuro of Gloucester, which is to be 86 x 18 x 9. They are also building an 86 ft. dragger for Guy O. Gandolfi of Lynn.

The Morse Boat Building Corp. of Thomaston have recently launched the *Whaling City*, a 90 ft. dragger for Capt. Bill Hayes and Capt. Tom Keeping of New Bedford. At present they have a full crew of mechanics working on Capt. Jack Murley's new dragger, under the direction of Elmus and Wilbur Morse.

Latest Addition to Portland Fleet

The *Saint Joseph* is the latest addition to the Portland fishing fleet. She is owned by John Zappi and Michele Iaconita and makes her headquarters at Widgery's Wharf. She was built by W. S. Carter of Friendship and towed to Portland to fit out. Her engine is a Superior Diesel of 50 hp. furnished by Sargent, Lord & Co., Commercial Wharf. Dimensions are 45 x 12.6 x 4. She has a 28-inch Hyde propeller and Hyde stuffing box and stern bearing. The shaft is Tobin bronze. There are Perkins side lights, Willard battery and a Morse two to one reduction gear.

Fish Packing Season Opens

Burnham & Morrill's fish packing season opened April 16 when the Boston trawler *Holy Cross* brought in about 170,000 pounds of cod and haddock. Morrill Allen, vice-president of the company, expects the pack this year to be about 5,000,000 pounds. About 250 extra employees are given work during the rush period which lasts until June 1.

Eastport May Have New Factory

Theodore H. Shapin, A. L. Myers and Julius V. Einhorn, members of the New York firm of the Globe Food Products Co., importers of fish and other food products have been at Eastport considering the possibility of establishing a factory.

Maine Guides Ass'n Honors Two

Wesley E. Morse, President of Morse College, Hartford, Conn., and W. F. Nee, New England Division Essomarine representative of the Colonial Beacon Oil Company, have been made honorary members of the Maine Guides Association. They were sponsored by Wallace A. Soule, of Costigan, Me., and endorsed by Ross McKenney of Lincoln, Me., President of the Maine Guides Association.

Mr. Morse is National Rear-Commander of the United States Power Squadron.

Trident Packing Co. to Pack Sardines

After several years of idleness it looks as if the Trident Packing Co., of Boothbay Harbor, is planning to pack sardines again this season. They have just taken out articles of incorporation, \$12,500 with H. Ross Maddocks, president and treasurer.



Many of the New Jersey pound net operators run retail departments handy to the highway. Typical are (left) the Ship Bottom Pound Fisheries, of Ship Bottom, and the Barnegat City Fishery of Barnegat City, whose retail store, shown above, is at Beach Arlington.

The Modern Fish Retailer^{*}

By W. T. Conn

Technologist, U. S. Bureau of Fisheries

MANY sales of round fish have to be butchered while a patron is waiting. If this is done generally before the customer, the operation is anything but attractive and flying scales may soil adjacent equipment. Many markets butcher in a rear room but this practice is objectionable to many patrons. What seems to be generally satisfactory is butchering behind a screen high enough to prevent scattering of scales, but where the customer may check the work if so disposed. Provision must be made behind the screen for a plentiful water supply and for waste disposal. In successful markets, fish are cleaned so thoroughly that no further washing is required in the home.

Dressed or cut fish should be wrapped in parchment or blood-proof paper which is then covered with heavy market paper. Some managers use a second wrapping of market paper or a heavy paper bag. Use of newspaper for fish wrapping will never build business. Some markets during warm weather place a small quantity of fine ice inside the package. Where the market delivers purchases, these should be kept in a cooler while waiting delivery. The successful store manager recognizes that the chance of repeating orders depends upon the purchases being in first-class condition when they reach the home.

Many sea food markets carry side lines of foods that are more or less related to the principal business. These stocks may include canned or preserved sea food specialties, crackers, catsup, sauces, etc., that often add to sales of the principal stocks.

The successful fish retailer of today is an aggressive business builder. Retailing of fish is handicapped generally by light sales early in the week with 80% of the business centered around Friday. This lack of business balance is somewhat overcome by intelligent selling methods centered around sales on Tuesday, allowing established demand from satisfied patrons to maintain the trade later in the week.

Possibly no better or less costly method of building business has been found than that of one successful retailer who buys small quantities of sea food formerly unknown in his city and has it prepared in various ways and judged by a few friends. When some product is found to be attractive, he tells about it to customers who come to the store for fish with which they are familiar. In this way, he has induced many patrons to use a new species of fish cooked in a novel way on Tuesday, while regular stocks are sold later in the week, thus doubling sales to many customers.

Another progressive dealer secures selected stocks on Tuesday morning and then tells the housewives about it during a

15 minute talk over a local radio station while clerks write up the orders over two phones. Many dealers push sales of high-grade stocks early in the week by phone calls to a selected list of patrons who appreciate high-grade food.

The value of display signs has not been established, but under some conditions, the modern illuminated sign would undoubtedly be a good investment.

Many successful markets are making profitable use of show windows. The sea food business has exceptional opportunities for attractive displays associated with its stock, which can be combined with life and moving objects that always attract attention from people passing the window. A typical window represents a shore scene with rocks below a mossy bank from which a small stream of water falls over a water wheel and into a pool containing goldfish, frogs, turtles, etc. A miniature lighthouse with a flashing light produces an especially attractive evening display. In the center of one large window display is an aquarium some four feet long where a large stock of goldfish, turtles, water hyacinths, etc., are kept. These are offered for sale and produce a nice profit. Customers entering the store to purchase the window material find an exceptionally attractive display of sea food and a second sale frequently results.

Few progressive markets display sea food stocks in windows. When such displays are made the exhibit should comprise only carefully selected specimens, few in number and these well garnished with greens, or in a window with a background representing a marine scene.

One low cost moving attraction for a window is a transparent lamp shade upon an upright incandescent lamp and rotated by heat from the lamp. Shades depicting marine life are available.

Some business has been created by distribution of special cook books carrying the advertisement of the dealer. The advertising principle of constant repetition of a simple fact is utilized by one successful retailer in the output of fish recipes that are typewritten on plain paper and kept on a rack available to patrons. The cost of these is confined to paper stock as the recipes are prepared by clerks at times when they would otherwise be idle. Many markets use sales slips, the backs of which might well be utilized for a few words on the value of fish as a food and giving one simple recipe.

Some progressive seafood retailers catering to high-class trade provide comfortable chairs for the use of patrons while purchases are being prepared for personal delivery. The impression appears to be very favorable. As in other business, the selection of methods of operation should be made after consideration of the potential demand, class of patrons, and other local conditions.

^{*}Concluded from last month.

Boston

Trawler "Boston College" Has Record Season off Va. Capes

By Gardner Lamson

THE *Boston College*, Capt. Leo Favaloro, has had a remarkably successful season this year fishing off the Virginia Capes.

The vessel discharged more than 2,500,000 pounds of fish at Norfolk during the season which closed last month. More than \$35,000 was paid the crew, and the lowest amount paid any one man was \$1,500. An average of 50 people were given employment every time the trawler came into port at Norfolk, which was about once a week from January 1 to April 1.

The *Boston College* is a modern vessel and is equipped with a Cooper-Bessemer Diesel engine, wireless and various devices to aid her in the business of catching fish. Thus she has an advantage over smaller and less modern craft.

George Willey Given Testimonial Dinner

As a tribute to his fifty years of service to the fishing industry, some of the many friends of George E. Willey tendered him a testimonial banquet at the Hotel Lenox, Boston, on April 9. Unfortunately, the dining hall had a capacity for only 200, so that a good many late-comers without reservations had to be turned away. Edmund L. Dunn was chairman of the committee, assisted by Lawrence J. Alphen, E. H. Cooley, John Edwards, John N. Fulham, J. J. Lamere, Francis J. O'Hara and Herbert F. Phillips. Lincoln H. Young, served as toastmaster. Mr. Willey had another surprise party a few days later when he celebrated his 65th birthday.

Distributor for Cuprinol

James Bliss & Co., Inc., 220 State St., Boston, has been appointed as a distributor for Cuprinol, the preservative for nets, cordage, canvas, and wood.

Capt. Larkin Resumes Fishing

Capt. J. Henry Larkin has come out of his retirement and has ventured forth to sea again in his old game of market fishing. This time at the wheel of the able schooner *Lark* owned by O'Hara of Boston. He sailed from Boston on April 17.

Everyone along the waterfront knows Capt. Henry who was up with the high-liners in his day, and had among other vessels, the crack-flyer, schooner *Mayflower*, which asked no quarter of anyone, in a good breeze. He is a brother of Capt. Albert Larkin, another prominent fishing skipper of his day, now retired.

The skipper is taking the place of Capt. Ernest Parsons, well known as the "Channel Express" because of his fast trips. Capt. Parsons is taking a well-earned rest ashore for a couple of trips.

Salmon Caught on Western Bank

A 10 pound salmon was caught in the drag of the Boston trawler *Tern*; Capt. Peter Reardon, on a recent trip to Western Bank. According to the mate, who has been fishing in those waters for over 18 years, it is the first salmon he has ever seen there.

Entertained by Mass. Fisheries Assoc.

Nils T. Granlund, better known to stage and radio audiences as "N.T.G.", with five of his shown girls, paid a visit to the Boston Fish Pier, April 18, as guests of the Massachusetts Fisheries Association. Luncheon was served aboard the *Corinthian* by the Gorton-Pew Fisheries Co. Mr. Granlund, who according to his story used to sail out of Gloucester on fishing vessels would have nothing to do with trawlers while at the Pier, refusing point-blank even to go aboard one of them.



The 22-ft. "Lark", lobster boat built for Capt. Chas. H. Pierce of Plymouth, Mass., by Edwin K. Holmes. A Lathrop motor, Hyde wheel, Plymouth cordage and Hathaway stuffing box and stern bearing are part of the equipment.

Boston Fish Pier Landings for April

(Hailing Fares)

(Figure after name indicates number of trips)

<i>Adventure</i> (2)	238,000	<i>Lark</i> (2)	186,000
<i>Alpar</i> (1)	67,000	<i>Laura Goulart</i> (1)	53,000
<i>Alvan T. Fuller</i> (1)	65,000	<i>Loon</i> (1)	212,000
<i>American</i> (1)	120,000	<i>Magellan</i> (1)	56,000
<i>Amherst</i> (3)	431,000	<i>Maine</i> (4)	896,000
<i>Andover</i> (3)	187,000	<i>Maris Stella</i> (3)	435,000
<i>Andrew & Rosalie</i> (2)	91,000	<i>Marjorie Parker</i> (2)	102,500
<i>Atlantic</i> (4)	478,000	<i>Mary E. O'Hara</i> (2)	146,000
<i>Billow</i> (4)	682,000	<i>Mary P. Goulart</i> (3)	266,000
<i>Boston</i> (4)	348,000	<i>Newcastle</i> (3)	48,200
<i>Brant</i> (3)	497,000	<i>Newfoundland</i> (1)	56,000
<i>Breeze</i> (2)	362,000	<i>Newton</i> (3)	542,000
<i>Brookline</i> (3)	537,000	<i>Notre Dame</i> (1)	128,000
<i>Cambridge</i> (2)	316,000	<i>Ocean</i> (2)	226,000
<i>Cape Ann</i> (2)	87,900	<i>Penguin</i> (3)	532,000
<i>Comber</i> (2)	295,000	<i>Plover</i> (3)	530,000
<i>Coot</i> (2)	330,000	<i>Plymouth</i> (4)	444,000
<i>Corinthian</i> (2)	162,000	<i>Pollyanna</i> (1)	76,000
<i>Cormorant</i> (2)	397,000	<i>Princeton</i> (3)	460,000
<i>Cornell</i> (2)	360,000	<i>Quincy</i> (4)	512,000
<i>Curlew</i> (1)	161,000	<i>Rainbow</i> (3)	190,000
<i>Dartmouth</i> (3)	422,000	<i>Raymonde</i> (1)	58,000
<i>Donald</i> (3)	258,000	<i>Rhodora</i> (2)	153,000
<i>Dorchester</i> (2)	287,000	<i>Ripple</i> (2)	359,000
<i>Ebb</i> (3)	560,000	<i>Rita B.</i> (1)	71,000
<i>Edith C. Rose</i> (2)	221,000	<i>Ruth & Margaret</i> (1)	74,500
<i>Edith L. Boudreau</i> (2)	149,000	<i>Ruth Lucille</i> (3)	245,100
<i>Exeter</i> (5)	407,000	<i>Saturn</i> (3)	450,000
<i>Fabia</i> (4)	726,500	<i>Sea</i> (3)	763,000
<i>Flow</i> (3)	756,000	<i>Sea Ranger</i> (2)	129,500
<i>Foam</i> (3)	552,000	<i>Shamrock</i> (2)	120,000
<i>Frances C. Denehy</i> (2)	87,500	<i>Shawmut</i> (3)	504,000
<i>Gale</i> (2)	573,000	<i>Spray</i> (3)	535,000
<i>Gemma</i> (3)	463,000	<i>Teal</i> (2)	191,500
<i>Georgetown</i> (4)	676,000	<i>Teazer</i> (2)	83,000
<i>Geraldine & Phyllis</i> (2)	87,000	<i>Tern</i> (2)	242,000
<i>Gertrude de Costa</i> (1)	45,000	<i>Thomas Whalen</i> (1)	214,000
<i>Gertrude Parker</i> (4)	326,000	<i>Tide</i> (2)	291,000
<i>Gossoon</i> (2)	187,000	<i>Trimount</i> (3)	567,000
<i>Gov. Al Smith</i> (2)	152,500	<i>Vagabond</i> (3)	158,000
<i>Grand Marshall</i> (1)	34,000	<i>Vandal</i> (3)	231,100
<i>Harvard</i> (2)	310,000	<i>Venture II</i> (4)	387,000
<i>Hekla</i> (2)	283,000	<i>Wave</i> (2)	316,000
<i>Helen M.</i> (4)	212,000	<i>Whitecap</i> (3)	507,000
<i>Heron</i> (2)	458,000	<i>Widgeon</i> (2)	321,000
<i>Illinois</i> (3)	509,000	<i>Wild Goose</i> (3)	532,000
<i>Imperator</i> (1)	37,000	<i>William J. O'Brien</i> (3)	358,000
<i>J. M. Marshall</i> (2)	155,000	<i>William L. Putnam</i> (2)	180,000
<i>Kingfisher</i> (1)	123,000	<i>Winthrop</i> (3)	380,000
		<i>Yankee</i> (1)	44,000

Gloucester Seining Fleet Landing Plenty of Mackerel

By Gardner Lamson

DURING April the following seiners landed mackerel at Boston, Cape May, and New York. Most of these vessels are from Gloucester. (Figure after the name indicates the number of trips).

<i>Serafina N.</i> (6)	255,000	<i>Rose and Lucy</i> (5)	115,000
<i>Superior</i> (6)	232,000	<i>Grace F.</i> (3)	105,000
<i>Bethulia</i> (5)	225,000	<i>Carlo & Vince</i> (4)	104,000
<i>Old Glory</i> (5)	215,000	<i>St. Rosalie</i> (2)	102,000
<i>F. W. Wilkisson</i> (4)	180,000	<i>Catherine Burke</i> (3)	100,000
<i>Hoop-La</i> (5)	179,000	<i>Serafina II</i> (3)	100,000
<i>Little Joe</i> (5)	176,000	<i>Mary F. Curtis</i> (5)	95,000
<i>Capt. Drum</i> (5)	171,000	<i>Santa Maria</i> (2)	88,000
<i>Josephine & Mary</i> (4)	171,000	<i>Mary de Costa</i> (4)	87,000
<i>Angie & Florence</i> (4)	167,000	<i>Balila</i> (2)	86,000
<i>Jackie B.</i> (4)	157,000	<i>Three Sisters</i> (2)	80,000
<i>Natale II</i> (5)	155,000	<i>Inca</i> (3)	75,000
<i>Marietta & Mary</i> (4)	153,000	<i>Fannie F. Hickey</i> (2)	60,000
<i>Jennie & Julia</i> (5)	145,000	<i>St. Teresa</i> (2)	55,000
<i>North Star</i> (5)	143,000	<i>Mary W.</i> (2)	54,000
<i>Orion</i> (4)	143,000	<i>St. Provvidenza II</i> (1)	53,000
<i>Rose Marie</i> (4)	130,000	<i>Alden</i> (2)	50,000
<i>Salvatore</i> (4)	130,000	<i>Alice & Mildred</i> (2)	47,000
<i>St. Peter</i> (4)	127,000	<i>Irene & Mable</i> (1)	27,000
<i>Uncle Sam</i> (5)	127,000	<i>Nyoda</i> (1)	20,000
<i>Antonina</i> (5)	126,000	<i>Gertrude de Costa</i> (1)	12,000
<i>Angie & Vence</i> (3)	125,000	<i>Melvina B.</i> (1)	12,000
<i>Antonio</i> (4)	120,000		

Outlook for Mackerel Fishery

An estimate of the probable abundance (not the catch), of mackerel this season, has just been issued by the Bureau of Fisheries. "It appears fairly certain," says the report, made by O. E. Sette, "that the early season run in the South will be fairly good and consist mainly of 1½ to 2 lb. fish with a scattering of older ones 2½ to 3 lbs. in weight. During late May and June, in the offing of Block Island and No Mans Land, the run should be particularly good and consist of the same range of sizes but with a greater predominance of 1½ lb. mackerel. Good abundance should persist through July and part of August with the catch coming mainly from the offing of Chatham and Massachusetts Bay. During the last two named months there should be a greater showing of 1¼ lb. mackerel. Relative to the remaining months of the season, there is greater uncertainty. The quality of fishing will depend on whether one and 2-year old mackerel (averaging 1¼ lbs.) should be abundant, but there is no certainty of this, especially with respect to the probable abundance of one-year mackerel (blinks and tinkers)."

Sea Food Campaign Planned

Gorton-Pew Fisheries has begun promotion through Churchill-Hall, Inc., New York, featuring its products as the ideal Summer food. The advertising, which includes half pages and full pages in full color, supplements the regular campaign now appearing in leading newspapers in every section of the country where the sea foods have distribution.

"American" Loses Pilot House

Experiencing some of the meanest weather in his fishing career, Capt. Simon P. Theriault, brought the local schooner *American* into Boston Fish Pier on April 27, minus a pilot house which was torn from its fastening, and whisked off to the wide open spaces on St. Peter's bank, by a huge sea that raked the vessel from stem to stern. This was Capt. Theriault's first trip with his new 6-cylinder, 10 x 13, 200 hp. Atlas.

"Cape Ann" to Have New Engine

Capt. Ben Pine will install a 230 hp. Cooper-Bessemer Diesel in the schooner *Cape Ann*, about June 1.



The "Governor Al Smith", owned by Ben Curcurnu of Gloucester, whose 150 hp. Cooper-Bessemer has been replaced by one of 230 hp.

"Carlo and Vince" Wrecks Own Seine Boat

A loose nut on the clutch of the engine caused a loss of nearly \$5000 to the crew of the local 75-foot mackerel seining schooner *Carlo and Vince*, Capt. Benjamin Favazza, it was learned when the boat arrived in port here from the South, minus her 42-foot seine boat and what would have been a trip of 60,000 pounds of fresh mackerel.

Being Fitted for Gill Netting

Capt. Eddie Fairweather and his brother John are busy on their recently acquired 45-foot power boat, now named the *Ethel S. Huff*, brought here from Cape Porpoise, Maine, by Capt. Allan Worrall and crew in the local gill netter *Naomi Bruce II*. The boat is at the Independent Fisheries wharf where the Fairweathers are putting her in shape for gill netting out of this port this Fall.

Planning for Annual Fiesta

Plans are already being formulated for the observance of the sixth annual St. Peter's Fiesta by the Italian fishermen of the Fort section of the city, and this year's observance will begin on Saturday afternoon, June 27, to continue through Sunday and close Monday night, June 29th, with a display of fireworks, it was announced on April 18 by members of the committee. This year's celebration is going to be even greater than those of previous years, they say.

"Sebastiana C." Damaged

The local 81-foot dragger *Sebastiana C.*, Capt. Hans Morton, collided with a seaboard scow in New York harbor about 6 o'clock Wednesday evening, April 15, while on her way to the fishing grounds, causing about \$3,000 worth of damage to the dragger and some damage to the scow.

Good Halibut Trip

Capt. Carl C. Olsen, high-line halibuter out of this port for the past two years, and his crew in the local schooner *Raymonde*, arrived at Boston Fish Pier on April 14, with a trip of 55,000 pounds of halibut. Prices quoted were 15 cents for white, 12c for gray, and 11c for whales.

"Thelma" Goes to the Bottom

The schooner *Thelma*, Capt. Joseph Cruz, collided at sea off New York with a freight steamer on April 10 and within five minutes after the skipper and crew of eight Gloucester fishermen had abandoned her, she went down. The *Thelma* was built in Essex in 1913; was 70 x 17 x 8 and was one of the best known of the fleet.

Ready for Dragging

With her new engine installed, the schooner *Marie and Winifred*, Capt. Jerome Noble, was all set to go dragging last month. She has a new 180 hp. Cooper-Bessemer Diesel.

New York Vessel Landings Up Over Previous Period

By Larry Herzog

VESSEL landings took an upward turn for the period March 17 to April 16 with 89 vessels making a total of 205 trips to land 5,125,700 pounds of fish, and 13 boats making a total of 17 trips to land 4,830 gallons of scallops. This is a much better showing than for the previous period, not only in total landings, but in average landings per vessel.

Landings, by species:

Fluke	940,200 pounds	Flounder	276,000 pounds
Sea bass	138,200 "	Dabs	72,500 "
Porgies	298,000 "	Mixed Ground	794,500 "
Butterfish	521,800 "	Cod	386,000 "
Mixed		Haddock	663,000 "
Southern	312,200 "	Scrod	90,300 "
Whiting	164,400 "	Mackerel	35,000 "
Squid	6,700 "	Halibut	500 "
Hake	7,400 "	Pollock	19,000 "
Ling	5,000 "	Tile	395,000 "
		Scallops	4,830 gallons

Market Service Bill Needs Support

Every man jack in the fishing business should immediately write his senator to get behind Bill S3584 which will shortly go to that august body, engineered by Senator Royal S. Copeland, Chairman of the Committee on Commerce. This bill authorizes the Secretary of Commerce to establish a market news service in the Bureau of Fisheries, to collect, publish and distribute timely market information on supply, demand, commercial movement, location, disposition and market prices of fishery products.

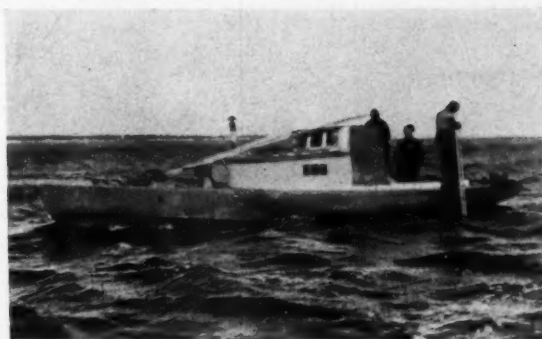
It further provides for establishing an extension service for the purpose of disseminating information on capture, production, preservation, preparation, handling, storage and utilization of fishery products through field demonstrations, publications and otherwise.

This is a much needed service and it is one that will be of inestimable assistance to producer, capture boat, wholesaler, retailer and consumer. This bill has already passed the House. Senator Copeland's Committee held a hearing on it on January 14, 1936 at which time E. B. McGovern, Gardner Poole, R. H. Fiedler, Dr. Lewis Radcliffe and H. A. McGinnis gave it some good boosts to send it along its way.

Here is a bill that may help out a little in correcting some of the evils that every one in the fish business is complaining about. If you haven't written your own senator by the middle of May, don't bellyache over the way the government neglects the downtrodden fisherman. So get busy and write not only to your own senator, but drop Senator Copeland a copy of the letter.



An airplane view of Hartford Yacht Club, Hartford, Conn. The Club handles a complete line of Essomarine products.



Tonging for clams from the "Delkoosha", Capt. W. Doxee, Babylon, L. I. This 32 ft. x 12 ft. boat has a Palmer engine, Whitlock cordage, and Eveready batteries.

Long Island Fishermen's Assoc. Has Cooperative Clam-Selling Plan

By C. A. Horton

IN an endeavor to stabilize clam prices, the Long Island Fishermen's Association is planning to enter the hard clam business on a co-operative basis. The enterprise will get under way on June 1st and Alfred Tucker, of West Sayville, manager of the Association, explains it is follows:

"The plan was originated because over-production during the Summer months has caused very low prices especially on large and medium clams.

"With this in mind, a plan was devised whereby every clammer, providing he is a member paying his regular assessment, will receive approximately 95c per bushel, payment to be made about the latter part of February, 1937. This price will be the net return home to you. The reason why the approximate price of 95c net return is submitted, is because the association will receive \$1.00 a bushel for every bushel of hard clams it receives at its warehouse. The expenses to be deducted from this are: purchasing of bags and shipping tags, and clerical expense."

Boats Being Overhauled

At the Greenport shipyard the ferry boat *Sunrise*, owned by Capt. C. Y. Clark of Shelter Island, is being overhauled, preparatory to the busy Summer season. The yawl *Katrina*, owned by J. Rome of Shelter Island has been put in commission. Fishing boats *Amagansett*, owned by Benjamin Rackett of Greenport; *Oxprey*, owned by Capt. Ernest Vail; *Jerry*, Capt. Horace Vail, both of Orient; and the *Falcon*, Capt. Samuel White, of Greenport, have been put in commission.

At the H. W. Sweet shipyard the oyster boats *Fannie W.*, *McDonough*, and *Willie M.*, of the Greenport Oyster Co., and the *Grace Fordham* and *Hampton* of the E. E. Ball Oyster Co., are hauled out for repairs.

Palmer Engine Installed

Frank M. Flower & Sons, oyster growers of Bayville, L. I., have had a new Palmer Model F-4, 30-35 hp., heavy duty engine installed in their oyster dredger *Ida May*, replacing a 45 hp. Diesel.

New Method of Keeping Live Lobsters

A building is being erected on the Duryea dock at Montauk, 1½ stories high, which will be used to house ice storage bins and the fish packing facilities. Instead of keeping live lobster in the water in a car tied to the dock, all live lobsters will now be kept in especially constructed tanks in this building, through which water will be constantly circulating.

Vineyard

Fishermen Report A Return of the Haddock

By J. C. Allen

SPRING bears pretty well abreast as the Wheelhouse Loafer pens this entry in the log. The set of the season has been to wind'erd, so far, and Northbound Spring has made a couple of long tacks off-and-on without fetching anywhere until now. Maybe a turn of the tide, maybe a shift of wind, has helped the cause along.

Preparations for Spring

The greatest amount of preparation for Spring, hereabouts, has been made by our trap-fishermen, whose twine will be wet long before the Great American Public reads about it.

Southern Species Show Up Early

It's a gamble this season, though, as things shape up in the Loafer's estimation. We've had a Winter that will be talked about for generations. Ice and cold weather enough to make the devil turn tail and run for a lee. And anyone would suppose that the water would be slow in warming up, but it isn't. Southern fish, and Summer species made their appearance a month early, to the Suth'erd of us. It was one of our schooners, Capt'n John Salvadore in the 3 & 1 & 1 of Vineyard Haven who landed the first haul of mackerel large enough to attract attention. Only a couple of hundred pounds, but he got 'em inshore, and before the last of March, and further, he took 'em in an otter-trawl.

But what causes the marveling over it all, is the early appearance of these fish after such a cold Winter. Reports of bluefish and Spanish mackerel, taken by the dragger fleet off the Jersey coast, are also a month early.

Bait Fish

Fine bait showed up here earlier than most men ever saw it before. The shoal water alongshore has been filled with it and is still filled. Old-timers have always said since Noah set the first purse-seine, that "you've got to have bait to catch any fish." If this is true, and it certainly sounds reasonable, then there are fish mighty close aboard. And the indications all point to it.

Alewives

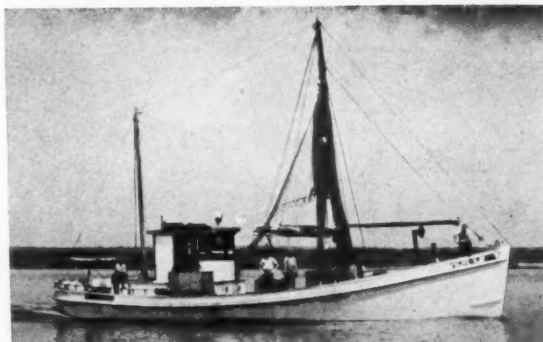
Alewives hit about on schedule, and there have been plenty of 'em. Up to the 20th, however no one had been in to bait up, although news of four schooners had been heard. Fifty years ago our slips would look like a cedar-swamp at this time of year, with the ground-trawlers baiting. But no more. Progress, maybe, and then again, maybe something a damsite different. Time will tell.

Haddock Returning

Our lads who cruise around on the edges of the banks report a return of the haddock. This is a piece of news that very few local men ever expected to hear.

It was only a year ago, that a veteran out of Gloucester, relating the history of the haddock as he knew them from Cape May to Cape Sable, said they were as extinct as the dodo simply because of otter-trawls. He said that years ago the nets scooped 'em up by the deckload, and the large fish were picked out and the scrod hove over the side. The sea would be covered with acres of haddock scrod, killed in the nets. "And that's why you haven't any haddock today", said he.

But now, from all we can learn, down here in the shoal water, the large haddock are running in pretty darned good shape. The inshore grounds yield a fair catch at the present time, and prices elsewhere, likewise the tales of traveling sea-skimmers, all indicate that it's true of all the old haddock ground. So maybe the extermination of the haddock can't be laid to the otter-trawls after all. The Loafer doesn't pretend to know.



The "Olive M.", owned by Capt. G. W. Mills, of Seaford, Va. Equipment includes a 70 hp. Atlas Imperial Diesel, 16-cell Willard battery, and Hathaway winch.

Hampton, Va., Plant Rushed Packing Herring Roe

By Sandusky Curtis

SPOTLIGHT in seafood activities in the Chesapeake Bay area has been on Hampton for the last several days where at the McMenamin plant, Victoria Avenue, shifts of thirty men each are working day and night on herring roe packing. "Great business", is the way Floyd Moore, manager of the plant, described the rush.

The supply comes from the Chowan river, North Carolina, using fast trucks for the transit. When taken from the water in N. C. the herring is cut open and the roe extracted, fast time to the Hampton plant completes the preparation stage.

Northern and Western markets are claiming the roe, for herring roe is a great delicacy in those sections of the nation. At the present the shipments total about 300 cases a day or a total of about 8,000 pounds.

Oyster Season Closes

Oystermen have closed another season as of May 1.

Despite the many handicaps of the Wintry blasts that suspended work of the tongers and slowed up the bay boats in deliveries to local docks the season has been pronounced by all concerns and concerned as a better season than that of the previous year.

With the Fishermen

Most of the Northern trawlers have left this section going further up the coast.

Fish are running fairly good in this section.

Prices might be better on the fish that are being landed and in the lower Chesapeake Bay section the shad are not as plentiful as in other years.

Croakers are good sized and are being bought for local and Northern consumption.

Fishermen are doing well at Ocean View. In addition to catching fish for Northern and Southern markets these fisheries supply local retailers.

Maryland Oyster Shell Planting Program Gets Under Way

By Edward Bowdoin

THE oyster shell planting program in the lower Chesapeake Bay region got under way about May 1st. Approximately 200,000 bushels of shells will be planted in Somerset County waters, under the present plans.

This program has been advocated for months by Wallace M. Quinn and other leading citizens of the State, as a means of rehabilitating the barren bottoms.

In addition to the shell planting, which is a cooperative project between the Conservation Commission of Maryland and the Works Progress Administration, the Conservation Commission has started to replant several hundred thousand bushels of seed oysters from the Upper Bay section to rocks and bars in various sections of the State.

Noted Biologist to Study Chesapeake Bay Fishes

Announcement has come from Washington, that Dr. V. D. Valdykov, a native of Russia, and one of the foremost fishery biologists in the world, has been commissioned for an 18 months' study of Chesapeake Bay fishes. Dr. Valdykov is expected to arrive in Maryland during the early Summer as soon as Senator Radcliffe has completed arrangements for his entry into this country.

The Russian scientist will be associated with Dr. R. V. Truitt, zoologist of the University of Maryland, who is also taking part in the joint survey which the Federal and State Governments will make of the principal food and game fishes of the Chesapeake.

Operating Float Seines

The fishermen on the Nanticoke, a tributary of the Chesapeake, have a unique way of fishing. Haul seines, once the predominating method of shad and herring fishing, have now given away to the float seines. Haul seines are operated from a given point along the river bank, where the seines are thrown off the boats and allowed to float some distance with the tide. They are then pulled ashore and the catch taken from them. Float seines are operated with two men to a boat. After they are thrown overboard they are allowed to float up and down the river with the tide, the fishermen keeping track of them by the lantern light affixed to either end of the seine. These lights are fastened strongly to the crossboard of the seine.

The seines have corks sewed into them at the top and lead lines to sink them. The bobbing of the cork tells the fishermen when a shad strikes the net.

Biloxi Shrimp Plant Installs New Canning Equipment

By A. V. Ragusin

THE new plant of the Southern Shellfish Company, subsidiary of the Wesson Oil Company, closed a successful pack of oysters in late April and General Manager Chester Delacruz immediately started preparations for the canning of shrimp in May.

Instead of using the main pier where the oyster boats now unload at the Back Bay plant of the company, the shrimp trawl boats will empty their cargoes on the West side slip of the property, automatic conveyors to be employed. The conveyor system will carry the shrimp to a new screened building just completed on the West side, where government inspectors will carry out their work.

Next the shrimp will go into the section of the packing building, which is being partitioned and screened off, for the removal of the hulls. All of the machinery and equipment being installed is new and of the latest type. The shrimp cookers and other packing units will be of metal. All of the automatic machinery will be driven by electricity.

The first shrimp pack is scheduled for May. In the early fall the plant will devote much time and money to the canning of shrimp. The capacity of the new shrimp plant will be 350 barrels daily.

Oyster Reefs Closed

The Mississippi Seafood Commission closed all of the public oyster reefs of the State of Mississippi on the 15th day of April. This closing date was about two weeks earlier than the usual time set for the stopping of dredging on the State reefs. Some of the canneries continued to pack oysters until late April, since their boats secured stock from adjoining Louisiana waters.

Legislative Session of Interest to Seafood Industry

The regular session of the Mississippi Legislature, which concluded this Spring, was of particular interest to the seafood



Tarring nets at the Union Fish Co., Wildwood, N. J.

industry of the Mississippi Gulf Coast. For a time, it appeared that the Legislature would repeal tax exemption on gasoline used for boats and farm machinery. A strong fight was waged by Biloxi interests, including the Biloxi Oyster Exchange, the Gulf Coast Shrimpers' and Oystermen's Association, the City Commission and the Chamber of Commerce in behalf of continued gasoline tax exemption, and several delegations went to the State capital. Led by Senator George Smith, who represents Harrison County on the Coast, the fight in behalf of the fishermen was finally won.

Louis Braun New Mayor

The last week in April saw the installation of a new mayor of Biloxi, and this is of interest to the Gulf Coast seafood industry, since his honor is Louis Braun of the Braun Canning Company. Mr. Braun, who is a native of Biloxi, has spent nearly all of his life in the seafood business and is well acquainted with its many problems both from the standpoint of the canner and the fisherman.

Wildwood, N. J., Activities

By Teddy Hansen

CAPT. Fred Bjorklund of the *Orsino* has fitted out for seining, as well as Capt. Oscar Hokanson, of the *Nelson*, and Capt. Carlson of the *Edwin*. All expect this to be a high line season.

Local mackerel boats have been getting their share of the speedy fish this season, with prices ranging from 2 to 8 cents per pound.

Wildwood's fleet this year consisted of the *Edith*, Capt. Aksel Olson; *Ebba*, Capt. Nels Nelson; *Ruthie*, Capt. Olaf Feldt; *Vi Vi*, Capt. Hjalmer Johnson; *Marion*, Capt. Arthur Hanson, and *Peggie*, Capt. Gus Isberg.

Pound Nets Doing Well

Local pound net operators have started fishing and are making very good hauls, with considerable mackerel, porgies, butters. All indications look very good for fluke draggers, and all the old-timers are bringing their rigging out of their lofts and getting it into shape.

Capt. Soderburg Back On The Job

Capt. Nels Soderburg of the *Ramona* is up and around again after a bad attack of the flu. Capt. Nels is on the job again ready to go after croakers, fluke, etc.

Having Menhaden Boat Built

The Aspen Fish Products Co., of Wildwood, is having a new menhaden boat built at Weems, Va., by the Humphreys Railway Co. The vessel will be 105 ft. long, with a beam of 19 ft. and depth of 7 ft. Power will be furnished by a 250 hp. Cooper-Bessemer Diesel.

John Hilton, Manager of the Company, reports that the firm has contracted for 1,000 tons of fish meal. Operations will start between June 1 and 15.

Where to Buy Fish and Shellfish Products

Look up the fish and shellfish products you need. The numbers after the items refer to the companies listed in "Where to Buy" column on opposite page.

ALEWIVES:

Fresh/Frozen: 3, 5, 6, 8
Smoked: 3

BLUEFINS:

Fresh/Frozen:
Smoked: 14

BLUEFISH:

Fresh/Frozen: 6, 8, 18, 29,
30, 38

BLUE PIKE:

Fresh/Frozen: 6

BUTTERFISH:

Fresh/Frozen: 3, 5, 18, 30

CARP:

Fresh/Frozen: 6

CATFISH and BULLHEADS:

Fresh/Frozen: 6, 7, 12, 14

CHUBS:

Fresh/Frozen: 6
Smoked: 14

CLAMS, HARD:

Shell: 4, 5, 9, 11, 22, 24
Shucked: 4, 5, 9, 11

CLAMS, SOFT:

Shell: 3, 5, 22, 24
Shucked: 3, 5
Canned: 5, 16

COD:

Fresh/Frozen: 3, 5, 17, 25, 26,
27, 45

Fresh/Frozen Fillets: 3, 5, 15,
25, 26, 27

Fresh Steaks and Sticks: 3, 5
Cheeks, Sounds, Tongues: 2, 3, 5
Canned (Cakes, Flakes, etc.): 2,
5, 44

Salted: 2, 3, 5, 14, 15, 16, 44
Smoked Fillets: 3, 5, 15, 16, 23,
25, 32

Oil: 3, 5

Cod-Liver Oil: 5, 16

CRABS:

Hard: 4, 5, 9, 11, 12, 22, 51
Soft: 4, 11, 12, 22, 51
Crab Meat: 4, 8, 11, 12, 22, 51
Canned: 16

CROAKERS:

Fresh/Frozen: 6, 18, 28, 29, 30,
46, 47, 48, 49, 50

Fresh Fillets: 6, 30

Dressed: 30

CUSK:

Fresh/Frozen: 3, 5
Fresh Fillets: 3, 5
Fresh Steaks and Sticks: 3, 5
Salted: 2, 5, 44
Smoked Fillets: 3, 5

DRUM (Red Drum):

Fresh/Frozen: 6

EELS:

Fresh/Frozen: 4, 5, 6
Smoked: 6

FLOUNDERS:

Fresh/Frozen: 3, 5, 6, 17, 18,
28, 29, 30, 45, 46, 47, 48, 49
Fresh/Frozen Fillets: 3, 5, 6

FLUKE:

See Flounders

FROGS:

Whole: 7, 8, 12
Legs: 7, 57

GRAY TROUT:

Fresh/Frozen: 30
Dressed: 30
Fillets: 30

GROUPERS:

Fresh/Frozen: 8, 59
Fresh Fillets and Steaks: 8

HADDOCK:

Fresh/Frozen: 3, 5, 17, 25, 26,
27, 45

Fresh Frozen Fillets: 3, 5, 6, 14,
15, 25, 26, 27

Fresh Sticks: 3, 5

Salted: 2, 5, 44
Smoked Fillets: 3, 5, 15, 23, 25,
32

Finnan Haddie: 3, 5, 15, 16, 23,
25, 32

HAKE:

Fresh/Frozen: 3, 5, 29
Fresh/Frozen Fillets: 3, 5, 29
Fresh Sticks: 3, 5, 29
Salted: 2, 3, 5, 16, 44
Smoked Fillets: 3, 5

HALIBUT:

Fresh/Frozen, Eastern: 3, 5, 6, 7
Fresh/Frozen, Western: 3, 5, 7,
14, 15
Salt Fins: 2
Smoked: 2

HERRING, LAKE:

Fresh/Frozen: 3, 14, 15
Smoked Fillets: 14

HERRING, SEA:

Fresh/Frozen: 3, 5
Cured: 2, 5, 16
Smoked: 2, 3, 5, 10, 16, 19
Canned "Sardines": 5, 15, 16
Spiced: 15

KINGFISH or "KING MACKEREL":

Fresh/Frozen: 6, 8, 18, 30, 37,
39, 40

LOBSTERS:

Live: 1, 3, 12, 13, 17, 21, 25,
31, 33, 42, 43

Meat, Fresh Cooked: 1, 3, 42
Canned: 16

LOBSTERS (Southern Crayfish):

Live: 8, 57

MACKEREL:

Fresh/Frozen: 3, 5, 6, 17, 18
Fresh/Frozen Fillets: 3, 5, 6, 14
Salted Fillets: 2, 3, 5, 14, 15, 16
Split Salted: 2, 3, 5, 14, 15, 16
Smoked: 3, 5
Canned: 2, 5, 16, 44

MULLET:

Fresh/Frozen: 6, 8, 15, 29, 37
46, 48, 49, 50, 53, 54, 55

Salted: 6, 8, 29

Salted Roe: 6, 8

OYSTER-CRABS:

Fresh: 4

OYSTERS:

Shell: 4, 5, 7, 8, 11, 12, 14,
20, 22, 28, 29, 30, 41, 51,
52, 56, 57, 58

Shucked: 3, 4, 5, 7, 8, 11, 12,
14, 20, 22

Canned: 52, 56, 58

PIKE or PICKEREL (JACKS):

Fresh/Frozen: 15

PILCHARDS:

Canned "Sardines": 15, 16

POLLOCK:

Fresh/Frozen: 3, 5, 27
Fresh/Frozen Fillets: 3, 5, 14,
15, 27

Salted: 2, 3, 5, 16, 44

POMPANO:

Fresh/Frozen: 7, 8, 12, 39, 40

PORGIES:

See Scup

REDFISH (Southern):

See Drum

RED SNAPPER:

Fresh/Frozen: 6, 8, 36, 41, 53,
57, 59

Fresh Fillets: 8

Fresh Sticks: 8

ROSEFISH (Ocean Perch):

Fresh/Frozen: 15

Fillets: 14, 15

SABLEFISH:

Fresh/Frozen: 7, 15

Fresh Fillets: 7

SALMON:

Fresh/Frozen: 3, 5, 6, 7, 14, 15
Hard-Cured: 15

Mild-Cured: 5

Smoked: 14, 16

Canned: 16

SARDINES:

See Pilchards; Herring, Sea

SAUGERS:

Fresh/Frozen:

SCALLOPS:

Bay: 7

Sea: 3, 7, 11, 14, 15, 22, 51

SCUP or PORGIES:

Fresh/Frozen: 8, 18, 29, 30, 51

SEA BASS:

Fresh/Frozen: 6, 18, 29, 30, 46,
48, 49, 50

SEA BASS (Calif.):

Fresh/Frozen: 7, 18

SHAD and SHAD ROE:

Fresh/Frozen: 3, 5, 6, 11, 18,
29, 30

SHEEPSHEAD, FRESH-

WATER:

Fresh/Frozen:

SHEEPSHEAD, SALT-

WATER:

Fresh/Frozen: 6, 8

SHRIMP:

Fresh/Frozen: 4, 5, 6, 7, 8, 12,
22, 30, 34, 35, 36, 52, 56,
57, 58

Packaged, Fresh/Frozen: 6

Cooked and Peeled: 6, 11

Canned: 15, 16, 52, 56, 58

SMELT:

Fresh/Frozen: 3, 5, 6, 15

SOLE:

Fresh/Frozen: 3, 5

Fillets: 3, 5

SPANISH MACKEREL:

Fresh/Frozen: 6, 8, 18, 30, 37,
38, 39, 40, 54, 55

SQUID:

Fresh/Frozen: 3, 14, 30

STRIPED BASS:

Fresh/Frozen:

STURGEON:

Fresh/Frozen: 5, 8
Smoked: 6

Caviar: 6

SWORDFISH:

Fresh/Frozen: 3, 5

TULLIBEE:

Fresh/Frozen:

Smoked: 14

TUNA, Etc.:

Fresh/Frozen: 5

Canned: 16

TURTLES and TERRAPIN:

Whole: 9, 11, 22

Meat: 11, 12

Canned: 11

WEAKFISH:

Fresh/Frozen: 6, 18, 30

WHITEFISH:

Fresh/Frozen: 15

Fillets: 14

Smoked: 14

WHITING:

Fresh/Frozen: 3, 5, 6, 18, 29

Salted: 2, 29

YELLOW PERCH:

Fresh/Frozen:

YELLOW PIKE:

Fresh/Frozen: 15

YELLOWTAIL:

Fresh/Frozen: 5, 8

Where to Buy

Items on opposite page refer to these producers and distributors.

- 1—Rackliff & Witham, Rockland, Maine.
- 2—Davis Bros. Fisheries Co., 43-63 Rogers St., Gloucester, Mass.
- 3—Feyler's, Inc. (Rodney E. Feyler), Rockland, Me.
- 4—E. A. Hitchings & Co., Norfolk, Va.
- 5—Portland Fish Co., Portland, Me.
- 6—Florence Fish & Oyster Co., Florence, S. C.
- 7—Mid-Central Fish Co., 1656-60 Washington St., Kansas City, Mo.
- 8—Warren Fish Co., P. O. Box 1513, Pensacola, Fla.
- 9—W. E. Horner, Jr., Parkertown, N. J.
- 10—Green Brothers, Eastport, Maine.
- 11—L. R. Carson, Inc., Crisfield, Md.
- 12—Reuther's Sea Food Co., Box 773, New Orleans, La.
- 13—L. C. Creamer Co., 79 Commercial Wharf, Boston, Mass.
- 14—F. J. Wurtz, 2019 Seventh St., Bay City, Mich.
- 15—B. A. Griffin Co., 531 S. Water St., Milwaukee, Wis.
- 16—Snow Fisheries Co., 269 Northern Ave., Boston, Mass.
- 17—Sam Cahoon, Woods Hole, Mass.
- 18—Coast Fishery, Monmouth Beach, N. J.
- 19—George A. Mowry, Lubec, Maine.
- 20—Narragansett Bay Oyster Co., Providence, R. I.
- 21—Watson Bros., Cundy's Harbor, Me.
- 22—Wm. M. McClain, 231 So. Front St., Philadelphia, Pa.
- 23—W. A. Ray, 529 Second St., South Boston, Mass.
- 24—Carl W. Savage, Rowley, Mass.
- 25—Willard & Daggett Co., Central Wharf, Portland, Me.
- 26—R. O'Brien & Co., 34 Fish Pier, Boston, Mass.
- 27—Cape Ann Cold Storage Co., Gloucester, Mass.
- 28—Globe Fish Co., Inc., Elizabeth City, N. C.
- 29—Isaac Fass, Inc., Portsmouth, Va.
- 30—Ballard Fish & Oyster Co., Inc., Norfolk, Va.
- 31—Consolidated Lobster Co., Rockport, Mass.
- 32—Collins-Lee Co., 105 Suffolk St., Chelsea, Mass.
- 33—E. Jameson & Sons, Jameson's Wharf, Portsmouth, N. H.
- 34—Fred Hanson, St. Augustine, Fla.
- 35—St. Johns Shrimp Co., St. Augustine, Fla.
- 36—William Feger, New Smyrna, Fla.
- 37—Walter Peterson, Fort Pierce, Fla.
- 38—Hudgins Fish Co., Palm Beach, Fla.
- 39—East Coast Fisheries, Inc., Miami, Fla.
- 40—Capt. Tom's Fish Market, Miami, Fla.
- 41—Mirabella Fish Co., Tampa, Fla.
- 42—N. F. Trefethen Co., Custom House Wharf, Portland, Me.
- 43—A. C. McLoon Co., Rockland, Me.
- 44—Gorton-Pew Fisheries Co., Ltd., Gloucester, Mass.
- 45—Producers Fish Co., Gloucester, Mass.
- 46—Mack Lupton, New Bern, N. C.
- 47—H. F. Lewis & Son, Hampton, Va.
- 48—Gordon C. Willis, Morehead City, N. C.
- 49—Ben Gray, Morehead City, N. C.
- 50—S. W. Davis & Bro., Beaufort, N. C.
- 51—Wallace M. Quinn, Crisfield, Md.
- 52—L. P. Maggioni & Co., Savannah, Ga.
- 53—Hibbs Fish Co., St. Petersburg, Fla.
- 54—Homosassa Fish Co., Homosassa, Fla.
- 55—L. C. Yeomans, Crystal River, Fla.
- 56—Acme Packing Co., Apalachicola, Fla.
- 57—Star Fish & Oyster Co., Mobile, Ala.
- 58—Williams Bros., Biloxi, Miss.
- 59—Ros Fish Co., Pascagoula, Miss.

Where to Ship

These companies are in the market for fish and shellfish.

ATLANTA, GA.

Roy Petree, 1 Produce Place, S. W.

BALTIMORE, MD.

F. C. Bower & Co., Wholesale Fish Market.
J. J. Lansburgh Co., Wholesale Fish Market.
Ocean Seafood Co., Wholesale Fish Market.

BOSTON, MASS.

Atwood & Co., Administration Bldg., Fish Pier.
Conley & Daggett, Inc., 67 Commercial Wharf.
Dench & Hardy, Administration Bldg., Fish Pier.
John Green, Administration Bldg., Fish Pier.
R. S. Hamilton Co., 17 Administration Bldg., Fish Pier.
Joe O'Neill, Administration Bldg., Fish Pier.
Joseph A. Rich Co., Administration Bldg., Fish Pier.
Rowe & Sullivan, Administration Bldg., Fish Pier.

CHICAGO, ILL.

Best Fish & Oyster Co., Fulton Fish Market.
Booth Fisheries Corp., 300 W. Adams St.
Holmes Fisheries Co., Inc., 171-173 N. Union Ave.
J. A. Klafin, 209 N. Union Ave.
Robbins, Inc., 362 W. Kinzie St.
Standard Fish Co., 225 N. Union Ave.
Trabert Fish Co., 223 N. Union Ave.
Triggs Brokerage, Inc., 308 W. Washington St.
Walker's Fulton Fish Co., 227 N. Union Ave.

NEW YORK, N. Y.

Ackerly & Sandiford, Inc., 8-9 Fulton Market.
Sol Broome & Co., 34 Peck Slip.
Joseph H. Carter, 38 Fulton Market.
Chesebro Bros. & Robbins, 1-2-3 Fulton Market.
David Cornman, 107 South St.
R. J. Cornelius, 40 Fulton Market.
Eastern Commission Co., 19 Fulton Market.
Caleb Haley & Co., 14 Fulton Market.
Harold E. Hamblin, Inc., 479-485 First Ave.
J. J. Hanson, Inc., 6 Fulton Market.
Lakeside Fish Co., 43 Peck Slip.
Lockwood & Winant, 4 Fulton Market.
J. L. Stewart Co., 10 Fulton Market.
J. Edwin Treacle, 20 Fulton Market.
Wallace Keeney Lynch Corp., 18 Fulton Market.
Frank W. Wilkisson, Inc., 16 Fulton Market.

PHILADELPHIA, PA.

W. Carlton Eacho, Water and Dock Sts.
John D. Goodman, Dock St. Fish Market.
F. P. Larkin, Inc., Dock St. Fish Market.
D. D. Lewis, Inc., Dock St. Fish Market.
J. McLaughlin & Son, 237 S. Front St.
H. W. Seuffert & Co., Dock St. Fish Market.
C. V. Sparks & Co., Dock St. Fish Market.

WASHINGTON, D. C.

W. Carlton Eacho, Municipal Fish Market.

Where-to-Buy Directory

Equipment, Gear, Supplies, Service

Companies whose names are starred (*) have display advertisements in this issue; see Index to Advertisers for page numbers.

BARRELS, TIGHT (for Liquids)

Wooden and Steel

American Cooperage Co., Inc., Maurer, N. J.

BATTERIES

Dry Cell

*"Eveready": National Carbon Co., 30 E. 42nd St., New York, N. Y.

Storage

Edison Storage Battery Co., West Orange, N. J.
* "Exide": Electric Storage Battery Co., Philadelphia, Pa.
USL Battery Corp., Niagara Falls, N. Y.

CAN MANUFACTURERS

National Can Co., 110 E. 42nd St. New York, N. Y.

CLUTCHES

*Kinney Mfg. Co., 3541 Washington St., Boston, Mass.

CORDAGE MANUFACTURERS

*American Manufacturing Co., Noble and West Sts., Brooklyn, N. Y.
*Columbian Rope Co., Auburn, N. Y.
New Bedford Cordage Co., 233 Broadway, New York, N. Y.
*Plymouth Cordage Co., North Plymouth, Mass.
*Wall Rope Works, 48 South St., New York.
*Whitlock Cordage Co., 46 South St., New York, N. Y.

DEPTH FINDERS

Submarine Signal Co., 160 State St., Boston, Mass.

DIESEL GENERATING SETS

Bromfield Manufacturing Co., 211 Northern Ave., Boston, Mass.

ELECTRICAL EQUIPMENT

General Electric Co., Schenectady, N. Y.

ENGINE DEALERS

*Wharf Machine & Electric Co., 263 Northern Ave., Boston, Mass.

ENGINE MANUFACTURERS

Diesel Engines

*Atlas Imperial Diesel Engine Co., 115 Broad St., New York, N. Y.
*Boliders Co., 33 Rector St., New York, N. Y.
Bronander Engineering & Research Corp., Belleville Turnpike, No. Arlington, N. J.
*The Buda Co., Harvey, Ill.
*Cooper-Bessemer Corp., Mount Vernon, O.
*Fairbanks, Morse & Co., Chicago, Ill.
*McIntosh & Seymour Corp., Auburn, N. Y.
The National-Superior Co., Springfield, Ohio.
*Red Wing Motor Co., Red Wing, Minn.
Sterling Engine Co., 1270 Niagara St., Buffalo, N. Y.
*Wolverine Motor Works, Inc., 1 Union Ave., Bridgeport, Conn.

Ford Conversions and Parts

*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.
Oscar Smith & Sons Co., 3102 O St., Philadelphia, Pa.

Fuel Oil Engines

*Gray Marine Motor Co., 672 Canton Ave., Detroit, Mich.
Murray & Tregurtha, Inc., No. Quincy, Mass.
(Continued next column)

Fuel Oil Engines, Cont.

*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.
*Red Wing Motor Co., Red Wing, Minn.

Gasoline Engines

*The Buda Co., Harvey, Ill.
Buffalo Gasoline Motor Co., 1280-1290 Niagara St., Buffalo, N. Y.
*Gray Marine Motor Co., 672 Canton Ave., Detroit, Mich.
Murray & Tregurtha, Inc., No. Quincy, Mass.
*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.
*Red Wing Motor Co., Red Wing, Minn.
Sterling Engine Co., 1270 Niagara St., Buffalo, N. Y.
*Wolverine Motor Works, Inc., 1 Union Ave., Bridgeport, Conn.

FIRE EXTINGUISHING SYSTEMS

Carbon Dioxide

"C-O-Two": C-O-Two Fire Equipment Co., 560 Belmont Ave., Newark, N. J.
"Lux": Walter Kidde & Company, 140 Cedar St., New York, N. Y.

FISH SCALERS

Portable, Flexible Shaft

N. A. Strand & Co., 5001 N. Lincoln St., Chicago, Ill.

FUEL OIL TREATMENT

*"Lubal": Gustavo Preston Co., 113 Broad St., Boston, Mass.

HARDWARE, Marine

Maine Steel Products Co., South Portland, Me.

HOOKS, Fish

*"Mustad": Sidney R. Baxter & Co., 90 Commercial St., Boston, Mass.

ICE BREAKERS

*"Creasey": The Cochrane Corp., 17th and Allegheny Ave., Philadelphia, Pa.
"Little Giant": The Micro Corp., Bettendorf, Iowa.

MACHINERY, Marine

*Hathaway Machinery Co., New Bedford, Mass.

NAUTICAL INSTRUMENTS

*Kelvin-White Co., 112 State St., Boston, Mass.

NETS AND NETTING

*The Linen Thread Co., Inc., 575 Atlantic Ave., Boston, Mass.
*National Net & Twine Co., 211 Congress St., Boston, Mass.
Pauls Fish Net Co., 1727-31 N. Winchester Ave., Chicago, Ill.

NET ANCHORS

Sebewaing Carriage & Wagon Works, Sebewaing, Mich.

NET BOXES, Steel

"O.K.": Algoma Foundry & Machine Co., Algoma, Wis.

NET BUOYS and LIFTING EQUIP.

J. H. Shepherd Son & Co., 1820 East Ave., Elyria, Ohio.

NET PRESERVATIVES

Cuprinol Inc., 1190 Adams St., Boston, Mass.
Shepherd Chemical Co., Highland Ave., Norwood, Cincinnati, O.

OILS (Fuel, Lubricating, Gasoline)

*"Essomarine": Penola, Inc., 26 Broadway, New York, N. Y.
Gargoyle DTE Marine Oils for Diesel Lubrication, Gargoyle Mobiloil Marine for Gasoline Engines, Diesel Fuel, Mobilgas; Socony-Vacuum Oil Company, Inc., 26 Broadway, New York, N. Y.

OILED CLOTHING

D. O. Frost Corp., Gloucester, Mass.

PAINTS

Henderson & Johnson, Inc., Gloucester, Mass.
Geo. Kirby Jr. Paint Co., New Bedford, Mass.
*Pettit Paint Co., Jersey City, N. J.
Edw. Smith & Co., Long Island City, N. Y.
*Tarr & Wonson, Ltd., Gloucester, Mass.

PROPELLERS

*Hyde Windlass Co., Bath, Me.
Federal-Mogul Corp., 262 Shoemaker Ave., Detroit, Mich.

Michigan Wheel Corp., Grand Rapids, Mich.

PROPELLER SHAFTS

"Monel Metal": International Nickel Co., 67 Wall St., New York, N. Y.

RADIO TELEGRAPHS

Radiomarine Corporation of America, 75 Varick St., New York, N. Y.

RADIO TELEPHONES

*Western Electric Co., 195 Broadway, New York, N. Y.

RANGES

"Marine Household": The White-Warner Co., 491 West Water St., Taunton, Mass.
* "Shipmate": Stamford Foundry Co., Stamford, Conn.

REFRIGERANTS

Liquid Carbonic Corp., 3100 S. Kedzie Ave., Chicago, Ill.

SEAFOOD HANDLING TOOLS

Chas. D. Briddell, Inc., Orisfield, Md.

SHIPBUILDERS, BOATYARDS

*Bath Iron Works Corp., Bath, Me.
Bethlehem Shipbuilding Corp., Bethlehem, Pa.
E. Klonaris, Fernandina, Fla.
Peterson Boat Works, Sturgeon Bay, Wis.

SHIP CHANDLERS

*Sherman B. Ruth, 28 Hancock St., Gloucester, Mass.

SIGNALS, Distress

International Flare-Signal Co., Tipppecanoe City, Ohio.

TRANSPORTATION

Fish Forwarding Co., 151 South St., New York, N. Y.
*Railway Express Agency, Inc., 230 Park Ave., New York, N. Y.

WIRE BASKETS

Massillon Wire Basket Co., 204 4th St., N.W., Massillon, Ohio.

WIRE ROPE

Paulsen-Webber Cordage Corp., 26 Front St., New York, N. Y.

PHOTO COURTESY MARCH OF TIME



"They're running Great!"

Make a fast run to market
with **Essomarine** lubricants



IT'S swing off for market with a load of fish . . . or kick clear of a white shoal under your lee! It's emergency service you're always facing . . . and you're ready for it when your lubricants can "take it" the way Essomarine Lubricants do.

There is no surer way to protect your profits and avoid engine trouble at sea than to use the finest marine lubricants made. You profit by the experience of the world's leading oil

organization . . . but you pay no more for Essomarine Lubricants than for ordinary oil.

Whether you operate a steam, gasoline or Diesel engine, you'll find Essomarine Lubricants specially made for your kind of service. Their lower carbon content means a cleaner, sweeter-running engine. Their *high flash* means *lower consumption* and more profits to share when you drive into harbor and up to the dock.

PENOLA INC., 26 BROADWAY, NEW YORK CITY

EWING GALLOWAY

Essomarine Lubricants constitute a complete line for use in steam, Diesel or gasoline engines. They are especially adapted to the needs of the fishing trade. Get them through any of the following major companies:



STANDARD OIL COMPANY OF NEW JERSEY — COLONIAL BEACON OIL COMPANY, INC. — STANDARD OIL COMPANY OF PENNSYLVANIA — STANDARD OIL COMPANY OF LOUISIANA — STANDARD OIL COMPANY, INCORPORATED IN KENTUCKY — STANDARD OIL COMPANY (OHIO) — HUMBLE OIL AND REFINING COMPANY — (IN CANADA) IMPERIAL OIL, LIMITED



first fish in are **GOLD FISH**



Early fish always bring the best price. Speed with economy is important to the fisherman. A propeller in first class condition of correct dimensions assures maximum efficiency and speed. The first boats in are usually Hyde equipped. Hyde's engineering department recommends the proper size wheel for the boat. Hyde Bronze is tough. Hyde Wheels do not lose pitch and are unaffected by salt water. Yes, it pays to insist on a Hyde. There is a Hyde dealer in your port ready to help you to "Bring in the gold fish."

HYDE WINDLASS CO., BATH, MAINE
Member of Marine Propeller Manufacturers' Ass'n.

HYDE

PROPELLERS

Send for this free booklet "Propeller Efficiency". It tells why Hyde Propellers often increase the speed of a boat and always get home safely.



Dealers everywhere carry ample stocks



The "Peggy Ann", 36-ft. gill netter owned by Otto Schultz of Barcelona, N. Y., and powered by a Gray 4-56 2:1 reduction gear engine.

Great Lakes News

PRE-SEASON forecasts that the annual spawning run of pickerel on Saginaw Bay would yield fewer tons of fish this Spring than in recent years gained strength on April 16 as adverse weather again beset the commercial fishermen.

Although practically all the ice has disappeared from the bay, a strong, cold Northwest wind churned the water into choppy seas and most of the boats remained at their moorings. There were only a few who ventured forth, and each anticipated rigorous battles if they elected to lift any nets.

Capt. Robert E. Ellsworth, State Supervisor of spawn collection, explained that the water still is too cold to encourage the real start of the spawning run. He said that on April 16 the temperature of water on the outside grounds, about two miles off shore, was 40 degrees and that inside was two or three degrees warmer. The fish require temperatures of not less than 46 degrees before they begin spawning.

State Fish Ruling Upheld by Court

The right of Michigan to regulate possession of fish and game caught outside Michigan was upheld on April 18 by Circuit Judge Leland W. Carr.

The court based its ruling upon a previous State Supreme Court decision that the Legislature has the power to regulate possession in Michigan of foreign fish and game. The opinion also cited action of the United States Supreme Court sustaining an act of Congress providing that foreign game is subject to the laws of the state into which it is shipped.

Complete Smelt Packing

The Schwartz Fish Co., Sheboygan, after operating a smelt packing plant in Kewaunee for several weeks, dismantled the plant late in April. Officials of the firm declared that 180,000 pounds of smelt were handled, packed and consigned to Eastern markets from the Kewaunee plant. It is planned to operate again next year, if the smelt run continues.

Dispute Over Net Fishing

Jurisdiction of the Wisconsin conservation commission over commercial fishing in the outlying waters of Green Bay and Lake Michigan was challenged by commercial fishermen in circuit court at Marinette April 25, when arguments were presented on the injunction issued by Judge A. F. Murphy restraining the commission and its wardens from arresting commercial fishermen for violating the net law. The order was issued on the petition of several commercial fishermen, who contend that the commission has no authority to regulate fishing in Green Bay, Lake Michigan, or other outlying waters.

Capt. Wm. Barnett

Capt. William James Barnett, 68, one of the most widely known commercial fishermen in the Great Lakes region, and president of the Kenosha Harbor commission, died April 10 at his home in Kenosha.



Oyster Boat

"MILDRED"

of New Haven, Conn.

powered with a

WOLVERINE DIESELwhich has rendered highly
satisfactory service for 13 years

OUTSTANDING FEATURES of the WOLVERINE in the OYSTER INDUSTRY

Instant Response to Speed or Load Changes

Perfect Control from NORMAL R. P. M. to one-third speed without missing or stalling

Minimum attention needed due to low-pressure fuel injection

Single hole Fuel Injectors, cannot carbonize or leak

Catalog No. 135 upon Request

WOLVERINE MOTOR WORKS, Inc.

No. 1 Union Avenue

Bridgeport, Conn.

WATERFLEX...a real waterproofed rope



WHITLOCK WATERFLEX
CORDAGE GIVES CON-
VINCING DEMONSTRA-
TION TO NEW USER,
UNDER WORST POSSIBLE
CONDITIONS

Shortly after the recent floods in Pennsylvania, one of our Distributors received the following advice from a customer—

"During the high waters, our plant was flooded and considerably damaged. A coil of Whitlock rope was completely submerged for a day, and then used in the mud and water after the flood had receded.

"Whitlock was the only rope we had that did not get stiff and kink after it was dried. Some of the other brands twisted and kinked so badly that we could hardly do anything with them, but the Whitlock rope remained just as soft and pliable as ever. We are convinced that it really is a Waterproofed Rope."

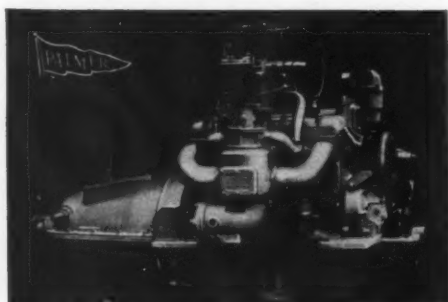
WHITLOCK CORDAGE COMPANY

46 South St., New York

• 226 State St., Boston



OIL or GAS



about the same size, weight and price!

The Palmer Oil Engine is a tried and proven motor out of the regular Palmer line of gasoline engines. The new Palmer method of "charge stratification" is the only change. This permits the engine to operate on commercial fuel oil at the same speed, producing the same power with equal or less fuel consumption. No excessive carbon or crank case dilution. When you consider the lower price of fuel, the economy is evident. Send for information about Palmer Gas Engines ranging in size from 2 to 150 H. P.

Send for Literature

PALMER BROS. ENGINES, INC.

14 Water St., Cos Cob, Conn.

Dealers in all Important Coastal Cities

The Roamer in Florida

Daytona Beach

Howard Boat Works, Inc., under the management of J. H. Howard, designs and builds boats of all styles. Mr. Howard was formerly superintendent of the Gibbs Gas Engine Co. of Jacksonville. The company is now building a new wharf, 250 ft. long, on which will be located the machine shop, blacksmith, carpenter and joiner shops.

McDonald's Boat Yard, operated by Cecil and Arthur McDonald, has complete service for yachtsmen and fishermen and facilities for wet and dry storage. They carry marine supplies including Gulf oils, Plymouth rope, Hyde propellers and Tarr & Wonson paint.

New Smyrna

Feger & Hughes are large producers and distributors of shrimp and other seafood. Mr. Feger, managing owner, is a former Brooklyn, N. Y. man, coming to New Smyrna five years ago. Among his fleet of shrimp boats are the *Margaret A.*, powered with a 65 hp Lathrop; the *Mary L. Grace*, 32 hp Wolverine; the *Minnie G.*, 40 hp Lathrop; the *Providence II*, 30 hp. Fairbanks-Morse; the *Junior*, 45 hp. Fairbanks-Morse; the *Kingfisher*, Caterpillar tractor engine and the *T. F.*, with a 40 hp Palmer, and Hyde propeller.

Capt. Bill Lourcey now runs a retail fish market here. Capt. Bill was the first man to ship fish from Florida 50 years ago. At that time there were no trains and only about 10 families on the East Coast waterfront.

Gulf Oil Corp. supply most of the fishing boats with gas and oil. Charles Sams is Manager. Through cooperation with the Gulf Refining Co., Mr. Sams was one of the first to handle marine engine distillate oil for fishing boats.

Hall Machine Shop is engaged in electric welding and machine work for fishing boats.

Oak Hill

R. N. Dickenson is a wholesale producer and distributor operating a fleet of his own fishing boats.

The Oak Hill Crab Co. is now operated by H. H. Bunton, formerly of Boston. The Company uses Continental cans and employs 20 pickers.

Cocoa

The Florida Crab Co., managed by Perry Moore, formerly a Maine lobsterman, and Joseph Paxton, operates a crab canning plant, and three power boats. Three Portland, Maine, fishermen are fishing for them.

Ft. Pierce

George Backus, well known boat builder, is building a fishing boat for local parties and has several more prospects. Mr. Backus and F. L. Pollard, designer, are working on a new invention for the under-water equipment of fishing and pleasure boats.

Roy Heck, who operates an up-to-date marine repair shop which includes a 100 ton marine railway and storage for boats, has a fine plant, centrally located, and employs five high class machinists. Mr. Heck carries Pettit Paint in stock.

Salerno

Marathon Mackerel Fisheries, Inc., wholesale dealers and producers of fancy Florida fish, operates its own fleet. Capt. Gunderson formerly fished out of Atlantic City and Wildwood, N. J.

Capt. Charles L. Mooney is a specialist in catching sharks. He uses a 72 cord Linen Thread twine, with a 20 inch mesh. Sharks run from April to September around Salerno. He fishes close to shore, using nets which are 200 yards long, 12 meshes deep.

Salerno Fishermen's Assoc., Inc., is managed by Jack H. Whitefield. Twenty fishing boats are engaged in producing fancy Florida fish. Peter Stone is President, and Mr. Whitefield is Secretary and Treasurer.

W. S. Pinder & Sons Fish Co., Inc., wholesale producers and shippers of salt water fish, operate 12 fishing boats and have been in business since 1916.

Buy the World's Best Known Fish Hooks . . .

THE crews that get the biggest catches in the quickest time use hooks that HOOK and HOLD—famous Mustad Key Brand Hooks. They know it pays them to have the name MUSTAD when they buy fish hooks. That name means the world's toughest, strongest, most accurately tempered fish hook steel. It means, too, best patterns, and sizes for all kinds of fishing. . . . It will pay YOU to use Mustad Hooks—ask for them by name.

MUSTAD LIMERICK HOOK Tinned No. 5-0

MUSTAD LIMERICK HOOK Tinned No. 6-0

MUSTAD Key Brand FISH HOOKS

O. MUSTAD & SON
Oslo (Est. 1872) NORWAY
Agents: Sides & Baxter
& Co., 90 Commercial St., Boston, Mass.

Made by the World's Largest Manufacturers of Fish Hooks

New Brunswick Proposes Cooperative Plan to Aid Fishermen

By C. A. Dixon

A DELEGATION of ten fishermen from different parts of New Brunswick were granted a hearing by the Provincial Government the latter part of April. The establishment of a co-operative scheme between the Provincial and Federal Governments to aid fishermen was proposed. The chief spokesman for the fishermen was F. T. B. Young, Liberal member from Gloucester County, a prominent figure in the fishing industry of the Northern part of the province. The delegates from the North Shore requested that aid in the form of the replacing of boats and fishing gear carried away by ice last Winter, be given. Losses suffered by the fishermen of the province totalled well over \$100,000 it was claimed. Federal authorities are engaged in studying a scheme to assist fishermen in marketing their product, and other measures designed to aid the industry include the appropriation of considerable money for public works at coastal places, such funds to be spent in the form of relief.

Good Omen Seen for Sardine Season

Although the Spring school of sardine herring is somewhat late in appearing in Charlotte County, fishermen see a good omen in the fact that the fish taken in small lots on the mainland shores are small in size, in fact, rather too small for sardines. A most unusual feature is the presence of red feed so early in the season. What fish have been caught in the weirs, and by seining and driving have been mostly taken at Grand Manan, but during the last few days in April spasmodic catches have been made at Back Bay and Beaver Harbor. While there seems to be quite a showing of herring in the tidal waters around Deer Island no catches to amount to anything were made in April. Weirmen expect the main school to strike the first favorable run of tides in May.

Charlotte County fishermen are selling their present catches to Connors Bros., Ltd., and to Eastport and Lubec firms. The Seaboard Packing Co. got 40 hogsheds from Canadian weirmen one day recently.

Losses to Dealers to be Paid by Government

There is little to report about the line and trawl fishing situation in Southern New Brunswick. With the exception of Grand Manan very few fish have been reported, up to the time of writing. Reports are current that a new scheme will be inaugurated by the Provincial Government this year as affecting the purchasing of hake from fishermen of Charlotte and Gloucester Counties. For several seasons the Government has paid hake and pollock fishermen a bonus on their catches. This amounted to 20 cents a cwt. on hake and about 2 cents each on pollock. It has been proposed that this season the Government will enter an agreement with fish dealers of the counties, whereby losses sustained by such dealers will be made up by the Government or the difference between a fair price to the fishermen and that received by the dealers for their salt or dried fish when sold.

Farris Co. to Expand Business

There will be a big expansion this year in the business of F. W. Farris & Sons of Fairhaven. The output will probably be trebled. Extensive repairs and additions to premises and equipment are being rushed, and packing operations will commence as soon as fish are available. John Calder of Wilson's Beach who freighted fish for the Fairhaven concern last year, will do so again this season.

Renovating Plants

Among firms at Grand Manan making renovations to their fish-curing plants are Geo. H. Russell and Sons of Seal Cove and Willard Johnson of Woodward's Cove. At Seal Cove, William Brown and Bedford R. Cook are also engaged in building operations.

The Choice of the



U. S. NAVY

AFTER a period of investigation covering seven years and involving research into the products of American Diesel Engine Manufacturers the U. S. Navy has selected and purchased Buda Diesel Marine Engines after exhaustive and severe tests for the eventual replacement of existing gasoline engines in power and motor launches.

Here is an endorsement that a boat owner cannot afford to overlook. Service that will meet the exacting demands of Naval Experts will more than meet your requirements. Let us tell you more about Buda Diesel Engines—the choice of the Navy.

Every boat owner or prospective boat owner should know the complete story of how the Navy determined on Buda engines for small boat service. Let us send it to you.

THE BUDA COMPANY

Marine Engine Division XH
HARVEY, (Chicago Suburb) ILLINOIS



SHIPMATE

Progressive leadership for over fifty years has placed SHIPMATE in the coveted position of being the standard galley range.

Since 1881 through good times and bad, by constant effort to improve existing models, to research and experiment with new kinds of fuel, to design new types of ranges, SHIPMATE has constantly gone ahead and today stands ready to serve the fishing trade with the widest variety of sizes and types of galley ranges in its history.

Specify SHIPMATE for that new boat or for that boat which you are going to recondition this Spring.

Be sure with a SHIPMATE.

THE STAMFORD FOUNDRY COMPANY

Stamford

Conn.

RANGES



NATIONAL NET & TWINE

Div. of Ludlow Mfg. & Sales Co.

211 CONGRESS ST.
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"St. Thomas", 42-ft. utility boat for Boulder Dam service, is driven by a Buda Lanova Diesel with 3:1 reduction gear. Batteries are 16-cell Exide.

Lunenburg Fishing Fleet

By H. R. Arenburg

DURING the past decade quite a change has taken place in the make up of Lunenburg's fishing fleet. This fleet which, 20 years ago, consisted of well over 100 sail engaged altogether in the salt fishing industry dwindled year by year until its numbers were depleted by about one-half. Then came the venture into fresh fishing and the change in operation of the craft from sailing vessels to schooners of the auxiliary type. So that today we find only 43 schooners operating out of Lunenburg and of these, 32 are equipped with power. Seventeen of the fleet have up to the present time started operations in the salt fishing industry this season. The remainder are engaged in fresh fishing and halibuting. The following are the schooners which at present compose the Lunenburg fishing fleet:

Salt Fishing

Schooners: *Leah Beryl*, *Maxwell Corkum*, *Progressive II*, *C. A. Anderson*, *Mary H. Hirtle*, *Pan American*, *Beatrice Beck*, *Delawana II*, *Mabel Dorothy*, *Marion Rita*, *Pasadena II*. Motor vessels: *Clarence J. Morrow*, *Mavis Barbara*, *Harriet & Vivian*, *John H. Mackay*, *Gloria May* and *Isabel J. Corkum*.

Fresh Fishing

Motor vessels: *Marguerite B. Tanner*, *Haligonian*, *Robert J. Knickle*, *E. F. Zwicker*, *Marjorie* and *Dorothy*, *Silver Arrow*, *Howard Donald*, *Irene Mary*, *Isabelle F. Spindler*, *Ronald George*, *Kasagra*, *Bernard G. L.*, *Mona Eileen*, *Evelyn J.*, *Sir Ernest Petter*, *R. B. Bennett*, *Andrava*, *H. W. Greek*, *Emmeline J.*, *Jean & Shirley*, *Muriel Isabel*, *Mahaska*, *Wildcat*, *Cachalot III*, *Bruce* and *Winona*.

Halibut Fishing

Motor vessel: *Bessemer*.

Arrive from Frozen Baiting Trips

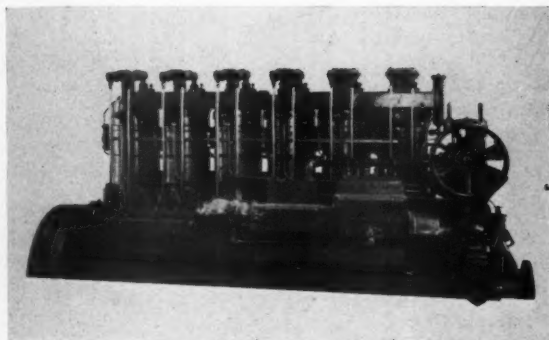
The schooner *Harriet & Vivian*, Captain Frank Meisner was the first of the salt fishing fleet to arrive back in port from the frozen baiting trip. She was out only two and one-half weeks and landed a catch of 800 quintals of fish. The *C. J. Morrow*, Captain Abram Cook, arrived with a catch of 600 quintals, the *John H. MacKay*, Captain Moyle Crouse, with a catch of 800 quintals, and the *Pan American*, Captain Ellison Creaser, with 600 quintals.

New Freighter Launched

A new Nova Scotian freighter was launched at Shelburne on April 20, which is named the *Thomas J. Carroll*, due to the friendship between the owner, Delmar Althouse of Halifax and Thomas J. Carroll of the Gorton-Pew Fisheries Co.

The new craft is Diesel driven and is 125 feet long with a carrying capacity of 400,000 pounds of salt fish. It is expected that she will make her maiden trip from Nova Scotia ports to Gloucester with salt fish for Gorton-Pew sometime before June 1.

She replaces the *Radio III* which was lost last Winter off Maine with a trip of salt fish for the Gloucester firm.



The 200 hp. direct reversing Wolverine Diesel.

Wolverine 200 hp. Diesel

SHOWN above is the latest type 200 hp. Wolverine Diesel, which is meeting with a very favorable reception among fishermen. It is a 4-cycle, 6-cylinder engine, with 9 in. bore and 14 in. stroke, rated at 200 hp. when turning its normal speed of 350-400 rpm.

The engine is equipped with the latest type Wolverine injection and combustion system, which has a non-clogging single hole fuel nozzle, so positive and fool-proof in its action that no attention is needed during a whole season's operation. A further distinct advantage is the fact that complete combustion is assured under all operating conditions, because no moist or liquid fuel can enter the combustion chamber, but only a perfectly gasified fuel charge. In this way, contamination of lubricating oil by fuel oil is eliminated, thus effectively preventing scoring of pistons and cylinders and burning out of bearings.

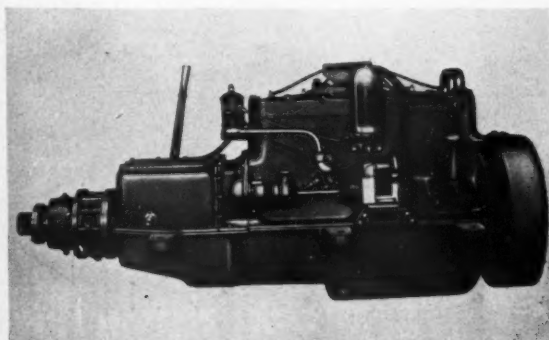
Hyde Dealer Expands

EDWARD Magner & Sons, marine supply dealers, formerly located at 90 Main St., Buffalo, N. Y., have moved to 206 Main St., where they have a much larger shop, an attractive show room and display window, and an enlarged stock of Hyde propellers.

The Red Wing "Hiawatha"

FURTHER details of the 6-cylinder Red Wing "Hiawatha" 52-85 hp. gasoline engine, pictured in our April issue, have just been received from J. R. Trautner, President and Manager of the Red Wing Motor Co. The "Hiawatha", although just unveiled at the recent Motor Boat Show, is proving to be a very popular seller, Mr. Trautner states. The engine has a bore of $3\frac{3}{4}$ in., and stroke of $4\frac{1}{4}$ in., developing 52 hp. at 1500 rpm., and 85 hp. at 3000 rpm.

The illustration shows the engine with the built-in 2:1 reduction gear, which is optional equipment, and adapts the engine for heavier duty service.



Port side of the Red Wing "Hiawatha" gasoline engine.

The KELVIN-WHITE CO. SPHERICAL COMPASS



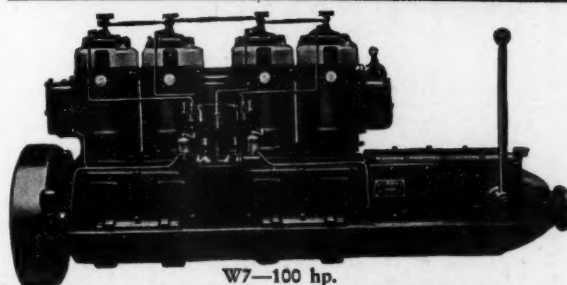
is specified by the
Bay State Fishing Co.
for their new trawlers

*It is so superior to old time flat top compasses
that there is no comparison*

Designed from years of experience—Proven now by years of sea use

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W7—100 hp.

NOTHING RADICAL OR UNTRIED

When you buy a Bolinders Diesel you buy more than "just an engine." You purchase a power plant proved throughout the world. Whether it is in blazing tropic heat or in barren frigid cold—there you'll find hundreds of Bolinders in operation—doing their daily service for 10, 15, 20 years or more. And through such years of hard fought service Bolinders have changed but little. Appearance has been improved but the basic principals—the fundamentals which make a Bolinders so rugged and economical have hardly changed a bit. That's why the Bolinders you buy today will give you a lifetime of trouble-free service.

Write for details about the power size you need. Sizes run from 6 to 500 hp. for any type of service.



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The "Perfect Treatment" For Diesel Fuel Oil

LUBAL Added to Your Diesel Fuel Oil

(1 Gallon of LUBAL to 425 Gallons of Fuel)

Removes and prevents CARBON deposits; keeps piston rings free, sealed, and lubricated; reduces wear on cylinders and parts; prevents sticky exhaust valves and stems; lubricates fuel pumps and injectors; increases and maintains cylinder compression; LENGTHENS TIME BETWEEN OVERHAULS.

Over 10,000 HP. of Diesels in New England—on land and sea—are operating on LUBALIZED FUEL.

Order enough to treat a 30 day run of fuel oil for trial. Available in 5, 10, 15, 30 and 55 gal. drums.

Write to or order from our Eastern Distributor

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113 Broad St. Tel. HANcock 3995 Boston, Mass.

Lubal Inc., Columbus, Ohio

Striking Results Secured from Fuel Oil Treated with "Lubal"

LUBAL, a fuel oil treatment for internal combustion engine fuel, is gaining widespread use among operators of commercial fishing craft owners and engineers, tow boat operators, and other work boat users, according to the Gustavo Preston Company, of Boston, Mass., distributors of the product.

The distributors state that in less than a year since Lubal's introduction on the Eastern seaboard, over 10,000 hp. of Diesel engines have adopted it.

Engineers have long sought a fuel or fuel treatment that would prevent and reduce the troubles from carbon accumulations in Diesel and internal combustion engines of all types; reduce wear of pistons, rings, and cylinder walls in the fire zone due to the abrasive effect of hard carbon and carbon-bound piston rings, and prevent sticky exhaust valves and stems.

Lubal, added directly to the fuel in the proportion of 1 gallon of Lubal to 425 gallons of fuel, blends easily, stays in suspension indefinitely, and is the solution to the long sought problem of fuel oil treatment, the makers claim. Its use prevents and removes harmful carbon deposits, keeping the piston rings free in their slots, lubricated and sealed, thereby maintaining compression which increases performance efficiency and at the same time reduces fuel and lubricating oil consumption and cost. Exhaust valves are kept from sticking and wear is reduced which means lower repair and maintenance costs and a longer period between overhauls. Liability from breakdown is reduced.

With lubricating oil economy, maintenance costs and time as factors of major importance with fishing craft, attention is called by the distributors to the exceptional achievements obtainable with Lubal treated fuel oil.

A 2-cycle engine with a bad habit of breaking rings every so often was completely cured when Lubal treated fuel was used, and has functioned perfectly since without overhaul.

Another 2-cycle unit, rather heavily loaded, had never run through the Summer season of 6 months without pistons being pulled and rings freed every 6 weeks. Last Summer the operator ran through the entire season without removing pistons or cylinder heads and reports that the unit pulled its load as good as it had when it was new.

Tests with 4-cycle engines have given similar results; one very exhaustive series of tests was described in detail in the ATLANTIC FISHERMAN for April, on page 31.

Lubal has been found to eliminate oil pumping in cylinders which, of course, reduces trouble from excessive carbon which results under such conditions and many marine Diesels have become strangers to the repair yards since using Lubal treated fuel, where before they were quite frequent visitors.

Recently two large Diesel tugs, each with over 600 hp. aboard, were kept operating during a rush period when it seemed inevitable that they must be overhauled because of excessive oil pumping with accompanying carbon deposits on the cylinder parts. Lubal was tried on the advice of the

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FOR 3 GENERATIONS

engine manufacturer and within 48 hours the oil pumping had stopped and the exhaust cleaned up. Within a week the lubricating oil make-up dropped from 4 gallons make-up per day to 1 gallon per day and the engines which had not been overhauled for over a year ran for over 8 months without inspection of the interior of the cylinders. When the cylinders were opened up, inspection showed them to be free from carbon, the rings free in their slots, and valves and exhaust ports clean as were also the injector jets.

Lubal is available in 5, 10, 15, 30 and 55 gallon containers. New users are advised to obtain sufficient for treating a 30-day supply of fuel oil in order to show initial results.

Spherical Compass Favored

IT is interesting to note that the specifications for the Bay State trawlers include the new Kelvin White Spherical Compass, said by the manufacturers to be markedly superior to the old-time Flat Top Compass.


In the case of the Bay State Fishing Company the first Spherical Compass was placed on the *Flow*, and in connection with getting the position on the Banks by radio compass it proved so superior to the old compass that it was accepted immediately and later one was installed on the *Ebb*.

Captains are enthusiastic about the steadiness of this compass at sea and also report much less wear and tear on the steering gear, because in times past the helmsman had been chasing the unsteady compass whereas with the Spherical Compass it is so steady that it makes steering much easier and simpler. The Spherical Compass has remarkable visibility, and adjusts perfectly.

At the same time that the Bay State Fishing Company were testing these compasses, the United States Coast Guard had finished their tests and specified them for all the new revenue cutters.


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A FISHERMAN'S ENGINE



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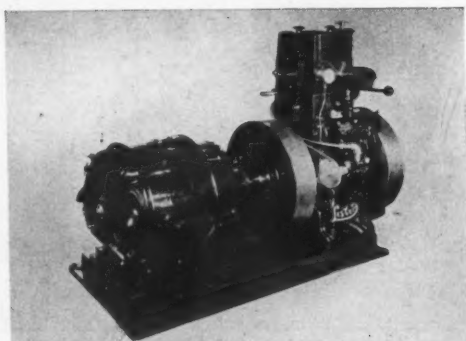
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